The Commercial Car Journal

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Last Half of 1926 *Promises* to be as *Good* as First Half

By Albert G. Metz

THE second half of this year promises to be just as good, generally speaking, throughout the country for the motor truck and bus business as the first half. At this writing the total production for June has not been recorded, but estimated reports from various sections of the country indicate that the first half will run about 20 per cent above the number of trucks produced for the same period of last year.

One of the most encouraging signs which is of no little moment in this industry is seen in the changing attitude of some branch houses in their selling methods. Although no official announcements have been made by the factory, reports which have reached us indicate that the branches of a certain manufacturer are very quietly but firmly declining to take some of the deals which they formerly considered as part of a day's business.

It must not be imagined that this policy is becoming general throughout the industry. It will in time. But the interesting part of this movement lies in the fact that it comes from branch houses that have generally been considered to be immune to any conversion to ethical business methods.

Perhaps better business conditions generally are responsible for this outburst of reformation; maybe the bankers have had something to say about it, but whatever is causing this apparent voluntary tendency toward better selling methods it is evident that a common sense realization of the futility of the "nothing down and forever to pay" policy is beginning to make itself felt.

Normal Production

As pointed out in our June issue, the truck industry is keeping within bounds on production. There is no tendency to overload the dealers, while spectacular methods which are designed to stimulate production without regard to the actual demand or purchasing power of the market are distinctly absent in the truck business. The bus business in some quarters is doing exceptionally well, while some manufacturers who are catering more or less exclusively to the traction trade report a slightly lessening demand at this time.

General business conditions around the country are unusually healthy, as indicated by a report just released by the National Association of Manufacturers, therefore, the truck industry can look forward to a good second half of the year with perfect confidence. All the talk that permeated the atmosphere during the past few months concerning the impending business depression has faded. And if general business conditions throughout the country cannot be taken as a barometer of the truck business—what can?

It is therefore very interesting to note the result of a nation-wide survey which has just been completed by the National Association of Manufacturers. "This survey indicates," declared John E. Edgerton, president of the association, "that the industry of the nation is running on an astounding curve of eighty-four per cent of its maximum employment capacity and unemployment is practically nil."

The association sent out questionnaires to more than 3000 members of its organization in pivotal sections for an instantaneous reflex of the business situation. Replies were received from 2005 companies in thirty basic industries, and these reported that the number of employes required in their plants to maintain maximum capacity was 1,675,180, an average of 835 per company; and that they now have under employment 1,407,708, or an average of 702 persons per plant.

Employing 84 Per Cent Capacity

"When the industries of the nation are running eighty-four per cent of their maximum employment capacity at the end of June, there certainly seems to be no ground for pessimism," continued Mr. Edgerton. "We are now at the time of the year when there is supposed to be a slump in production, a slump in employment, and a slump in wages. But our survey shows not a single one of these relaxing phases of industry.

"We hear reports from various sections that sales have diminished somewhat and that the values of the sales have dropped; but the fact that our production is keeping up almost to a maximum winter load, would indicate that the sales situation is one of postponement rather than permanent decline. Diminished sales is the rule in the summer and we do not see anything to indicate that the present situation is anything more than the normal dropping of interest of the consuming public and pressure of the sales forces.

"Indeed, our survey refutes the statements of the pessimists who all through the year have been predicting the panic that has not come; and unless it comes within the next fortnight, certainly will not be on us this year, at any rate. I believe industry in particular and the country as a whole have every reason to rejoice in this healthy situation of employment."

The following are brief summaries of present conditions in the truck business in principal centers throughout the country as reported by correspondents of Commercial Car Journal:

Milwaukee

Truck business in Milwaukee county is relatively excellent, and this may be said of the entire field—from the ¾ ton to the 5 ton vehicle.. Principal dealers are well satisfied with results so far this year, and feel that the last half of the year will produce fully as many if not more sales than the first half.

Pittsburgh

The truck situation was declared to be "ordinary." There was nothing exceptional in the trade, it was implied. Light truck sales were not as good as during the earlier spring months and the heavy truck sales in this district are not expected to be good until August, when buying for coal deliveries begins.

Birmingham

Truck dealers report continued good business in and around Birmingham. This June was better than June, 1925, by a long lead, and showed a slight improvement over the business done in May of this year.

Industrial activities continue to boom in this locality and the fact that they do

makes the market for trucks continue to be lively. Truck dealers say that business has never been better here than it was during the month of June and they anticipate still better during the next month.

Credit conditions are good in Birmingham and there is a spirit of optimism among the dealers. There have been practically no re-possessions by the truck dealers.

Dallas

Sales some five per cent better than in May and about same as for June last year. One ton machines favorites in rural districts. Low and medium priced vehicles move faster than any others. Majority sales involved trades and part pay plan. Dealers not heavily stocked and business probably could be increased by aggressive sales campaigns. Outlook for trade in next sixty days good. Used truck business slow, mostly of "swapping nature."

New Orleans

All dealers report their collections in excellent condition on both new and second hand automobiles as well as trucks.

A survey of truck sales indicates that a drop of about six per cent from the record of last month, but an increase of approximately nine per cent over the same month of last year. The sale of light trucks has shown more increase than the heavier models.

Seattle

Truck dealers report business spotted. For instance May was the best May in their history yet June trails behind June of a year ago and the prospects are that July will be slow but fall business, based on preliminary demands from the farming sections, will probably bring the average up. Lumber industry undergoing seasonal slow down which is affecting truck sales. However, sales for the first six months are ahead of a year ago.

San Francisco

New trucks selling about 30 per cent better than in May and 25 per cent than June year ago. Increase in use of trucks due to cutting up of several large California ranches into small farms, and to growth of long distance hauling by warehouse and drayage companies.

Salt Lake City

There is a good demand for heavy trucks for contracting work and for road building purposes while the demand for the light one ton or half ton truck is excellent. The rapid growth of the cash and carry business, especially in the grocery and provision trades, must, however, have some slight effect on light truck sales soon. Truck dealers and distributors are generally very optimistic. They feel better than in the early spring.

Cleveland

Motor truck manufacture in this territory during the month of June was greater than the output for May but not as big as the production of June, 1925. Truck sales during the month kept well abreast of the output. One factor entering into increased sales of June was resumption of building activities which had been at a virtual standstill for nearly three months. This lull was due to a strike of union laborers. However, with the labor differences settled and building resumed, truck sales enjoyed a boost of no small proportion.

Baltimore

June brought about some decline in the truck demand in the Baltimore territory when the month is compared with May. The demand was better than during June of last year and the total business for the first six months exceeds that of the corresponding period of 1925.

Kansas City

Truck sales, very good this spring, have declined with June.

St. Louis

Trucks are selling about as well as expected. This is the season for truck sales and during June sales showed a gain both over May of this year and those of June, 1925.

Minneapolis

The outlook for truck sales is not good due to the crop situation in parts of the Dakotas. Also the 1926 state highway tax of 10 per cent list on trucks for commercial use as compared with only 2.4 per cent in the case of farm used trucks has cut down commercial trucking profits. Used trucks are not moving, largely because of the discriminatory tax.

Los Angeles

Truck sales are running about 15 per cent under May and about even with same month last year. Used truck stocks are medium.

Detroit

Trucks and commercial vehicles are selling well, it was reported. Truck sales, showed a comparative slight decrease in June over May but are ahead of sales 12 months ago.

New York

Truck sales in this district continue strong, and most dealers agree that the truck business never has been in better condition.

Louisville

Truck sales are 30 per cent ahead of June last year and show some improvement over May. Used truck stocks are heavy and dealers report a very poor demand for the trade. In general, business conditions are good.

Atlanta

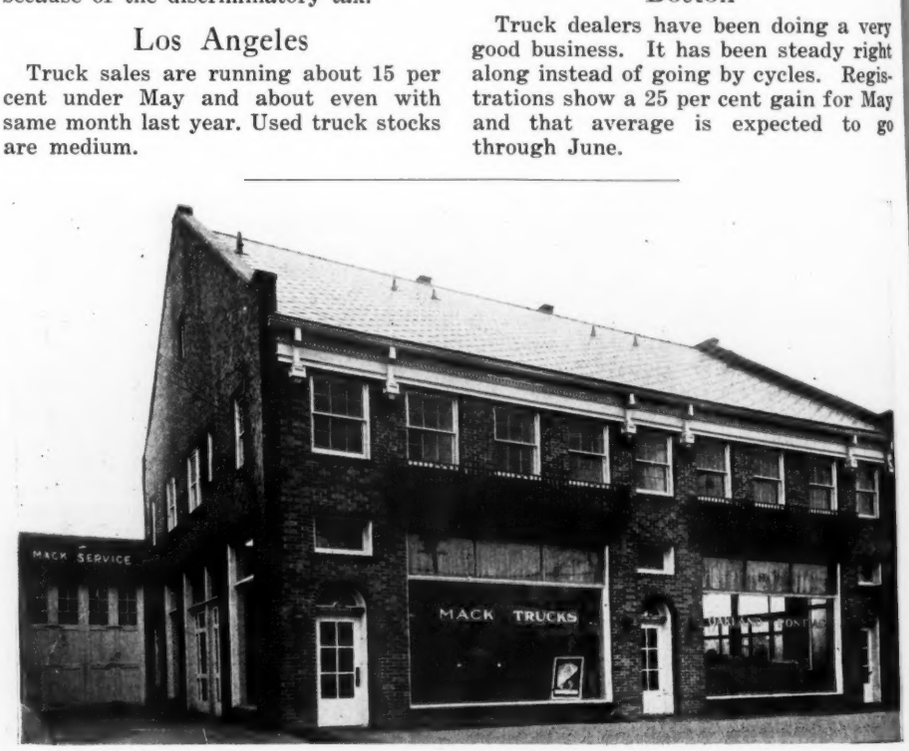
June sales were substantially better than June last year, and also showed a slight gain over May of this year. The outlook for trucks is especially good due to the general industrial prosperity prevailing all over this section. Heavy truck sales were especially good last month.

Buffalo

Few dealers report good truck sales although final figures may show truck business equal to June, 1925. Public preference in June seemed to be for heavy duty trucks in the two and one half ton class.

Boston

Truck dealers have been doing a very good business. It has been steady right along instead of going by cycles. Registrations show a 25 per cent gain for May and that average is expected to go through June.



One way of keeping down the overhead

This illustration shows the sales and service departments of the Fournier Company's establishment at 14 West Madison St., Youngstown, Ohio. This layout is unusual in that this dealer owns the building which houses four apartments, also the offices, showroom and repair department of the Marino Motors Company. The repair departments of both companies are to the rear of the building and does not detract from the general pleasing appearance of the main building. In this way the Fournier Company is able to house itself and at the same time obtain 15 per cent back on their investment from the rental of the other rooms.

Old Timer Tells How He Sells Trucks *in the* Evening

By Frank H. Williams

"THE logical time to sell trucks," said an old-time commercial car salesman who keeps on running up high volumes of sales each year in spite of changing conditions and stiffer competition, "is during the business hours of the prospects. Buying a truck is a business proposition and it should be handled during business hours like all other business proposition in which the prospect engages. But every now and then it is necessary to put a sale across in the evening, if it is to be put across at all. And when this is the case I find that quite often a different selling technique is required.

"The various reasons why I find a different selling technique necessary in the evenings and the ways in which I change my technique to meet conditions are these:

"First—I find it is very often the case that where I have to do some evening selling, there is a feminine element injected into the proposition.

"For instance, suppose that I am trying to make a sale of a truck to a neghborhood grocer. The grocer tells me he is too busy to give me much time or attention during the daytime and he suggests that I call at his home in the evening.

"Accordingly I do call and I find an interested third party to the transaction in his wife. In other words, I have to practically make two sales—one to the grocer himself and the other to his wife.

"How do I put the sale across?

"I find that the things which appeal to the man and which make a deep impression upon him do not appeal with equal force to his wife. The man in interested in the mechanical features of the truck, in its long-wearing qualities and in the money it will make for him. The wife is equally interested in the money-making end of the proposition, in the long-wearing features of the truck but she doesn't care much about the mechanical end of the affair; she leaves that to her husband. But she is interested in an entirely different phase of the purchase and that is the beauty of the truck and the way it will affect her personal standing among her friends and relatives.

Pros and Cons of Night Selling:

(1) Injects a feminine element into the proposition.
(2) Makes it easier to interest prospect in printed data.
(3) Strict business atmosphere less in evidence.
(4) Price becomes a bigger factor.

Segregation

"In handling such a sale I generally take along some data regarding upkeep costs, long wearing qualities, etc., all typed on paper and I hand these to the man to read. Then I talk to the wife about the beauty of the truck body, the color effects, and tell her that the fact of their store having such a truck will make them the leading people in the neighborhood and all that sort of thing.

"In other words, I kill two birds with one stone in this way and I make both husband and wife anxious to get the truck. I try to convince the husband on the mechanical efficiency, why it will make money for him; and the wife primarily because of the enhanced standing the possession of the truck will give them in the neighborhood.

"Second—I find, in making evening sales, that it is much easier to get a prospect to look at typed and printed matter.

"In the daytime the average prospect is on something of a tension. He is alert to handle the regular routine of his business. This involves so much paper work all the time, as a general thing, that he rather resents the intrusion of any additional papers. So I find that in putting across sales during business hours it is my best bet to talk and to demonstrate, rather than to present typed and printed matter for the consideration of the prospect.

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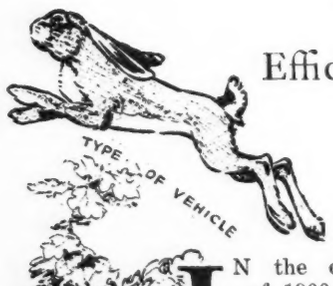
Selling the wife, as well as the husband

Hand printed data on cost, wearing qualities, etc., to the husband and talk truck beauty to the wife

Reducing Trucking Expense

Generalities will never prove work-capacity of a given vehicle in a given service



Efficiency together with cost per ton or unit mile only standard for true comparisons.

By H. W. Howard

IN the early days of 1900 the motor truck was still a comparatively new mode of transportation, and in order to interest a potential user, it was necessary to prove to him that a motor truck would fit into his business, and make a saving in his transportation costs that would justify his making the required investment. The user was accustomed to thinking in terms of horses, and it was natural for him to operate his motor trucks along similar lines unless he was shown a better way. The truck was merely set to work doing what the horse vehicle had been doing.

At about this period of development in the industry, our era of expansion arrived. In the mad rush, occasioned by general business expansion, too little attention was given to the proper application and operation of motor haulage equipment. As a natural result, many owners have not operated their trucks efficiently. Their transportation costs have been too high, and it is only natural for them to place the blame on the truck.

During the early years of the industry, the truck manufacturer has given his chief attention—and rightfully so—to his construction problems. In many cases, the user has not given a corresponding amount of attention to his operating problems. The truck manufacturers realize that a superior truck does not necessarily insure superior transportation. Much depends upon the truck's application, the selection of the proper auxiliary equipment, its adaptability to the work it is to do, and the conditions surrounding its use.

As their own problems permit, the manufacturers are devoting their attention to helping the user secure better highway transport. However, care must be used in the manner of doing so, in order to prevent the user from feeling that he is being told how to run his business. Let us consider for a moment some of the problems to be solved by transportation engineering.

All enterprise has been assisted to a high state of development by engineering in some form. This is notably true of truck building and will prove equally true of truck use.

The purpose of engineering is the attainment of better results. It is not directly interested in the sale of anything.

Engineering invents, investigates and recommends impartially—from conclusions founded on fact. No details are too small for its consideration. It is successful according to the soundness of its advice to the interest it would serve.

Transportation engineering is not an exception to these rules. It seeks to serve the common interest of the user of transportation, the manufacturer of transportation equipment, and the public by promoting more successful transportation methods and means.

Both Are Wage Earners

Both horses and motor trucks are wage earners. They prove their right to consideration in our transportation system by the extent of the economies which they effect. Today the motor truck industry is going ahead upon the basis **that motor truck transportation should only be sold after a scientific survey and analysis of a given haulage problem.** Having a thorough knowledge of the situation, the transportation engineer can recommend the proper units to render efficient service at the lowest cost. Whether to use motor trucks or horses or both must be determined upon a dollars and cents basis, assuming, of course, that both will give satisfactory service.

It is amusing to have someone simply make the statement that gas trucks are cheaper than horses or that electric trucks are cheaper than horses, or the reverse. There is a place for each, and it is up to the user assisted by competent transportation engineers to determine what equipment will best fit any particular haulage problem. It is a mistake to endeavor to make this decision without a thorough survey and analysis of each individual case. This means time studies must be taken, efficient loading methods, routing and dispatching decided upon before costs are figured.

Bear in mind that the cost of operation per day, of the units, does not tell the whole story. The work capacity of the unit involved is even more important. An illustration of this point: A certain speaker, in addressing an industrial group meeting, made the unqualified statement that horses are more economical than motor trucks. His reasons for this statement were that the initial cost of the horse equipment was much less; that it costs less to operate horse-drawn equipment per units of equal capacity; that the working life of the horse and horse-drawn equipment was longer than in the case of the motor truck, and that consequently depreciation was much less and then went on to elaborate upon these points.

In fact, the sole purpose of the study was to show that a motor unit costs much more per dime to operate than a horse-drawn unit of equivalent cargo capacity. In this effort there was not a syllable or figure anywhere which might enlighten us **concerning the tonnage or the mileage with which the horses should be credited.** Such statements mean nothing until the question of **work capacity** is taken into consideration. That is, how much work will the respective vehicles perform per day. It all must be brought down to

IN this address, which was recently delivered before convention by H. W. Howard of General Motor Truck Company, all, whether salesmen, sales-managers, or dealers, engaged in correct truck merchandizing will obtain a wealth of motor transportation fact. The analysis is complete, containing interesting observations on the development, operation and trend of motor transportation.

Extracts would furnish live talking material for the alert salesman.

Editor.

cost per ton or unit mile basis in order to obtain a comparison. Even with the cost per unit at hand you will not have the true answer unless you are sure each type of equipment is being operated efficiently.

Let us consider the subject of efficient operation of delivery equipment. The amount of work horses can perform per day is more or less limited due to their own physical limitations. The amount of work that a truck can perform depends largely upon the efficiency with which it is handled.

What is Efficient Truck Transportation?

Good trucks and tractor-trucks are capable of operating, under fair conditions, almost continuously for from one to three hundred thousand miles.

By "almost continuously" we mean twenty hours a day, six days a week, two hundred and eighty days a year, and by "operating" we mean with loads approximating capacity.

This is about all that should be expected of a truck from the standpoint of continuous performance, and is an achievement worthy of note when compared with other mediums of transportations.

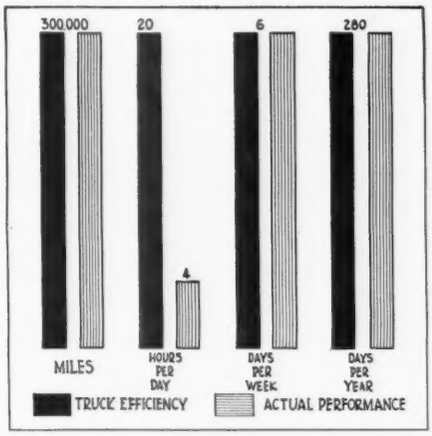
Time studies covering a large number of installations throughout the country show that the motor truck's average performance with load is usually four hours or less a day, six days a week, two hundred and eighty days a year. This is a truck usefulness of 20 per cent of its continuous performance ability. Certainly, this is not efficient transportation. There is too much time lost.

The Lost Time Factor

As stated before, the amount of work that motor equipment can perform depends largely upon the efficiency with which it is handled. Few truck operators realize the importance of the lost time factor, and what it is costing them every day. How many traffic managers have set out to study at first hand what is a satisfactory day's work for a truck? How many traffic managers have ridden all day on their delivery vehicles, making time studies of the vehicle, the driver, and the helper? The question of the lost time factor is worthy of earnest consideration. It usually contributes more toward operating costs of motor vehicles than do the items of depreciation, repairs, gasoline, etc., put together.

The Remedy

How shall we improve this situation? The best way is to make a time study of the truck's operation. An analysis of the



Present usefulness only 20 per cent efficient

time during which the truck is not in motion will quickly show why the truck is not earning more money. This unproductive time should then be cut to the minimum by endeavoring to improve the loading and unloading conditions, as well as eliminating the other delays which are made apparent by the time study. This will permit the operator to arrive at a standard trip time against which the daliy record of operations should be checked.

In making studies of individual cases, it has been found that the lost time factor can be reduced, and other savings effected, and therefore hauling costs lowered, by improving upon the following six important points:

1. Type and size of vehicle.
2. Loading and unloading conditions.
3. Type of body and auxiliary equipment.
4. Routing and dispatching.
5. Proper cost records.
6. Maintenance methods.

The six items mentioned above are of consequence, regardless of the type of transport equipment used. They are, however, of greatest importance when gasoline trucks are used since the gas truck has a larger work capacity than the electric truck or horse-drawn truck. Having a greater work capacity, it will make the most money for the owner if operated efficiently.

Being assured of efficient operation by having reduced the lost time factor to the minimum, it is then in order to make cost comparisons and find out what type of equipment should be used.

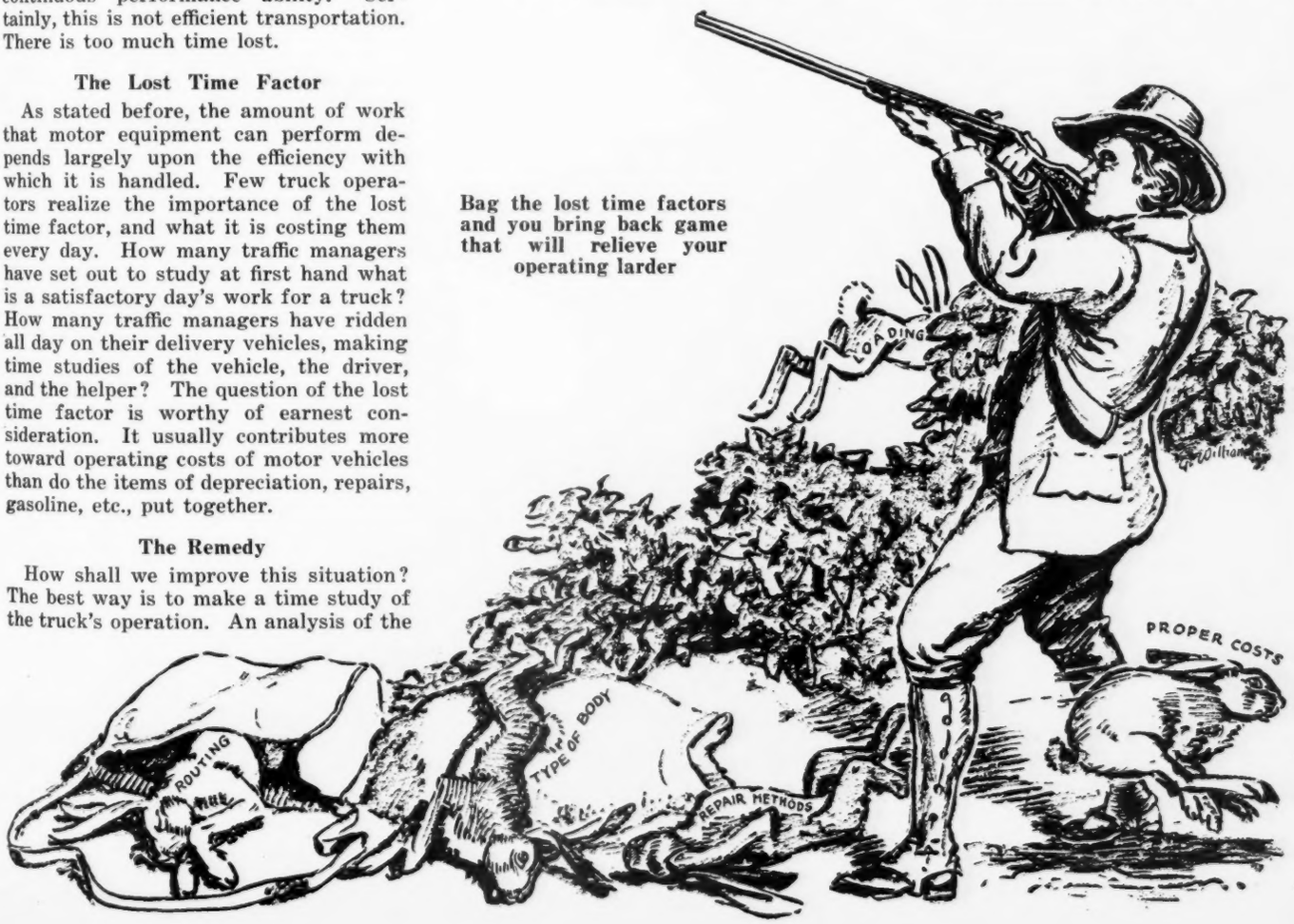
Standard Cost Methods

It is only in recent years that proper attention has been given to the question of securing the real cost of delivery equipment. Without a standard cost system, comparative figures do not mean much. Unless costs are figured on the same basis and in the same manner a comparison of these figures will cause endless confusion and argument.

The ideal solution of this problem

(Continued on page 14)

Bag the lost time factors and you bring back game that will relieve your operating larder



Servicing Motor Buses

Radical differences in operating conditions, requirements and construction demand better and more exacting service methods.

By Merrill C. Horine*

SERVICING motor buses is a new art in the automotive industry, unlike and more severe than the servicing of any other class of automotive equipment. Buses require more service than passenger cars, trucks, tractors or any other motor vehicle. The exactions of such service are more severe in several respects. Emergency calls are the rule rather than the exception, as are night, Sunday and holiday calls. It is found that in motor bus service **promptness in making adjustments, repairs or replacements is of greater importance than cost.** Interchangeable reserve units or assemblies are indispensable to efficient motor bus service and represent, perhaps it chief characteristic.

Motor buses not only demand more prompt and readily available service; but they require more of it; they require **a higher standard of quality in service work; more painstaking inspection and supervision; more careful attention in appearance and cleanliness** than is ordinarily found even with high-class passenger cars. In addition they are probably the most difficult type of automotive equipment to work upon for they have the low build and condensed structure of the passenger car with a closed body, both of which features are prejudicial to ready accessibility, with the size and weight of truck parts.

Time the Big Factor

These different requirements of motor bus service arise from radical differences in the operating conditions to which they are subjected. Motor bus service is the heaviest duty to which any automotive products are applied, which is to say that they operate most nearly at maximum output capacity for the most sustained periods. They cover considerably greater mileages even than taxicabs, averages of 100,000 miles per year being by no means exceptional. Their operation involves the maximum active factor, namely, 365 days per year—20 hours per day, seven days per week.

Time is the big thing in bus operation. Time enters into every phase of bus activity. Buses are operated on more or less rigid schedules; the value and convenience of the service to the public is largely judged by two aspects of time—adherence to schedule and speed of running. Time, therefore, meters both the volume of income and the popularity of the service operating, as they do, a greater number of hours per day and having no off days, the time available for mechanical attention is limited, while at the same time the cost of loss of active time is excessive. An **ordinary single-deck city operation involves about $5 per hour potential average income,** which is **directly lost** when the bus is laid up during its normal working day. A greater loss is the loss of public good will and patronage which results from interference with schedule.

Many operators of private vehicles, commercial vehicles, taxicabs and livery cars deliberately delay attention to smaller maintenance jobs, preferring to have many things done at once when a serious repair becomes necessary. Some even go so far as to wait until the vehicle actually fails on the road bed before allowing it in the shop. Questionable economically as this is in any case, it is unthinkable in bus service. Maintenance of all kinds must be confined as nearly as possible to the brief rest period occurring in the wee hours of the morning. During the normal 20-hour working day, the bus must stay on the job. There must be the remotest possible chance of defective operation during that time.

Preventive maintenance, therefore, is a primary necessity in bus service. Lubrication, inspection and adjustment must be a matter of frequent and scheduled routine. **Repairs of all sorts must be made in the incipient stage of the trouble.** All repairs must be of a permanent, reliable kind. Replacement of worn-out parts must precede actual break-down sufficiently to insure against break-down on the route.

Bus maintenance must go further than mere mechanical upkeep and repair. It is not enough that the bus shall be capable of covering its route punctually and safely; it must also provide a cleanly, silent, easeful ride and present an attractive appearance. Maintenance must therefore be directly toward keeping the body clean and in repair as well as the chassis. Seats, windows and floor must be clean. Torn, cut or ragged upholstery or curtains must be repaired. Worn spots on the floor covering must be repaired, broken windows replaced, ventilating and lighting fixtures kept in order. Scratches on the body, dents in fenders or body panels, body squeaks and bumper rattles must be corrected.

Degree of Self-Service

It will be obvious that the degree of self-service and the extent of owned service equipment which the operator himself must provide, as well as the location of such equipment, is affected to a controlling extent by the territories in which his operations are conducted and by the service facilities provided by the manufacturer of the bus which he operates within such territories.

Often the owner-driver on a small or co-operative bus line efficiently services his vehicle within limitations. Small to medium fleets usually maintain a central repair shop, while the larger fleets have complete service plants with emergency repair shops located at remote points. Several of the street railway companies which are operating buses employ their

MOTOR BUS SERVICE REQUIRES:

(1) Promptness
(2) Availability of service
(3) Higher quality of service
(4) Painstaking inspection
(5) Correct supervision
(6) Appearance
(7) Cleanliness

IN this address, Mr. Horine gives some excellent advice concerning the difference between bus service as compared to truck and passenger car service. Mechanically, of course, the various operations performed are identical, but the difference lies in the manner in which bus service is conducted. The time element; the care of the body; preventative maintenance; training of personnel; unit repairs, etc., are all factors which must be given especial attention to successfully service the bus.

* Extracts from an address delivered before the National Automobile Chamber of Commerce Service Forum, Detroit, Mich., by Merrill C. Horine, Sales Promotion Engineer, International Motor Co.

car barn shops for motor bus maintenance. Whatever the scope of the operators' self-service, however, none can be independent of the manufacturer so far as service is concerned. The smaller operators must call upon the service station of the manufacturer or his authorized agent for all but the smaller, simpler jobs of maintenance, must depend upon him for replacement parts almost entirely and usually is dependent upon his advice for his maintenance policy. Those operating medium-sized fleets and having their own repair shops usually fall back upon the manufacturer's branch or dealer service station for the higher-class and more difficult jobs of maintenance, such as bearing and piston work, cylinder regrinding and electrical work. They usually depend, similarly, upon the local service station to supplement their usually scanty stock of parts and look to the local service manager to solve their knottier mechanical problems. Even the biggest operators employing service plants in which some of the smaller parts are actually manufactured and from whose stockrooms the manufacturer's own branch often borrows certain parts is dependent upon the manufacturer for his supply of parts, for technical information, for special tools which he uses in his shops and for service engineering.

"Doc Preventative" diagnoses symptoms to prevent run down systems

Successful bus service, regardless of by whom rendered requires special equipment and the services of specialists. Personnel and management must be bus-trained. In numerous cases previous experience in passenger car or truck service has proven more of a detriment than an advantage, though a well-balanced combination of the two is preferable to experience confined to the relatively coarse and simple mechanism of electric or steam railway equipment.

Bus Equipment is Specialized

Equipment must be complete and specialized for bus work. Such equipment, of course, need not be in one shop; but what the operator lacks, the service station should have. In the owner's shop both the personnel and equipment must be specialized or differentiated. Makes must not be mixed; that is the mechanic who works on one make must be allowed to work on that make exclusively. If a mixed fleet of different makes is ever justified, it can only be in a fleet that is large enough to sequester each make in its own special way of the shop, cared for by its own little group of specialists. Under no circumstances should buses be serviced in the same shop, by the same mechanics or with the same tools as trolley cars except, of course, that bus bodies of the conventional city type are near enough to trolley car bodies so that one body shop and paint shop may serve both. The more modern types or Parlor Car, Sedan and Suburban bodies, however, have very little in common with trolley cars either in construction, finish or trim, being examples of coachwork rather than carbuilding as all types of bus body are trending in the future.

Truck service does not mix well with bus service, passenger car service even less so. Nevertheless, it is permissible to service two or three such in a shop primarily maintained for bus service.

In a bus service station, more so than any other type of automotive repair shop, it is essential that the stock of parts be so arranged as to be instantly accessible. Unit assemblies—presumably taken from buses in exchange for similar assemblies, and completely overhauled and tested—must be always ready. If not in the shops of operators, then surely in the maker's service station.

Immediate Attention

The clerical system should be such as to function **without delaying the work.** It must be recognized from the start that the losses possible through errors in charging mechanics' time, stock requisitions, etc., while undesirable, nevertheless are likely to be insignificant compared with the cost of needless delay of operating buses in the shop. The entire shop organization should be organized along the lines of the emergency ward of a hospital. The patient should not be allowed to bleed to death while the surgeon is getting his job-ticket stamped, while the orderlies are out to lunch or by reason of delay in getting a signature to a stock requisition for absorbent cotton and gauze.

Work on a bus should start as soon as physically possible. Delays waiting for tools, jacks, special rigging and appliances, requisitions to be signed, parts to be taken from stock, or obtaining a job-number should be avoided by providing for as many of these as possible in advance, the balance being attended to by a clerk or helper while the mechanic works. Inspection of the work by the foreman or inspector in charge should be made as the job progresses. Better that he should wait for a mechanic to get the job ready for him than that a vehicle worth as much as a Pullman car and capable of a higher hourly earning rate should wait his pleasure. There should be **no hesitation about overtime**—no delay for meals. As well permit a fire company to stop the fire engine at a lunch room on the way to the fire as **to shut down a shop with bus jobs in progress at meal time.** Meal hours of various mechanics can be staggered, so that a sufficient crew to carry on with all emergency jobs will always be in attendance.

Methods of repair must always be the quickest safe methods. This means, of course, **interchangeable replacement assemblies,** allowing the exchange to be made in the normal lay-over period of the bus, so that it will lose no time from schedule.

Quick-cleansing methods are essential, not only to good workmanship and economy in cost of repairs; but also to speed. It has been demonstrated repeatedly that work can be performed on clean machinery in much less time than on that which is covered with grease, dirt and caked mud. Steam or high-pressure water vapor cleansing equipment should be installed in every bus repair shop.

To fulfill all of these requirements, it is necessary that every bus shall have access to certain indispensable maintenance equipment, if not in the operator's own shop, then in the local service station and always kept ready for instant use. The bus shop's decks should always be cleared for action.

Use of Pits or Trestles

Because of the extremely low suspension of modern buses together with the size and weight of parts, there is scant room to work under a bus. Either a pit or a trestle must therefore be provided for every bus being serviced. The ordinary type of pit, as used in trolley car shops, is generally unsatisfactory, not only because of its unsanitary nature, but also because of the fire hazard occasioned by the accumulation of inflammable oils and also because of the

menace to the health of mechanics due to the accumulation of the products of combustion, such as carbon monoxide. The terrace type of pit however, in which the pit opens onto a lower portion of the shop floor, where the benches are situated and where proper ventilation outlets are provided at low level, is undoubtedly the most satisfactory arrangement, particularly where shop headroom does not permit the use of a trestle.

Quick-acting jack-stands must be provided for the heavier under assemblies, such as axles, transmissions, etc. An overhead monorail with a block and fall or a portable crane is necessary to handle the power plant. Special means for quickly raising the body must also be provided.

Besides the usual machine tools, fixtures, shop appliances and small tools essential in any automotive repair shop, quick work demands certain special tools and contrivances adapted to use on each particular make. Means should also be provided for running in all overhauled unit assemblies. An engine running-in stand may be belted to the line-shafting, the same stand being adapted to receive transmissions, shaft brakes and rear axles.

Steam or high-pressure water-vapor cleansing equipment should be installed in every bus repair shop to clean thoroughly the chassis and then, for component parts and assemblies a steam washer or caustic bath should be provided. To avoid the soiling of the bus unnecessarily while repairs or adjustments are being made, there should be covers for fenders, floor and seats. This not only avoids soiling the clothing of passengers, with possible resultant damage claims; but through relieving the workman of the necessity of avoiding contact with such parts, makes his work easier and quicker.

Unit Assemblies

Although the spare unit assemblies required will vary with different makes and types of bus, the following list will in most cases be found fairly comprehensive. Each of these assemblies should be available whenever needed for exchange with similar parts on buses actually in operation.

Engine, complete
Radiator
Magneto
Generator
Water pump
Vacuum tank
Gasoline tank
Battery
Clutch
Transmission, complete
Driveshaft and joints
Front axle, assembled with spring
Rear axle, assembled with brakes, springs and shock-absorber clips
Rear hub and brake-drum assembly (pair)
Relined brake shoes
Shaft brake assembly
Fenders (black enamelled)
Bumpers
Lamps
Horn
Windows (all types)
Doors, complete
Seats

Such are some of the outstanding requirements for efficient bus service, whoever provides the equipment and facilities required or performed the work. Many have harbored the theory that in time the user will shoulder the entire burden of servicing buses, just as the steam and electric railways have done with their equipment, many railways even building their own locomotives and cars. This feeling has been fostered by the abundant evidence which is at hand that the railways will be the major operators of motor buses, it being a natural assumption that they will endeavor to follow time-honored practice in such operation.

Specialized Service

The facts, however, do not seem to support this line of logic, for not only have those operators who operate in complete independence of the manufacturer failed to demonstrate any gain in either efficiency or economy by this means, but many have recognized the need for more specialized service for the motor bus with demonstrated benefit. Of course, there have been examples of exemplary maintenance by operators who used imported equipment, built their own or purchased it of domestic makers who were unable to service it. As the larger operators gain experience there will doubtless be others whose, efforts along this line will be similarly satisfactory. There will also doubtless be many attempts at the same thing which will be dismal failure. The great majority, however, now and for some time to come, cannot dispense with the aid of the manufacturer in servicing buses.

The extent to which the manufacturer or his representative must go in each locality in providing the servicing facilities hereinbefore discussed depends upon the extent to which his customers in each locality do, can be persuaded to or can afford to do for themselves. What the operator does not choose to do cannot be left undone or unprovided for if that particular make of bus is to be successful in that territory. The builder of the bus must make up for the limitations or deficiencies of the operators.

Manufacturer Co-operation

In addition to the responsibility for the provision of proper servicing facilities in the localities where their buses are operated the bus manufacturer has certain other duties with respect to bus service which none but the manufacturer can perform. Important among these is that of supplying information on service matters. Because every bus embodies certain individual features of construction which affect service procedure, the manufacturer must prepare and distribute among his customers information on correct procedure in repair and upkeep operations. It is also his duty to prepare and make available to his users information with respect to changes and improvements, particularly where such improvements are designed to correct difficulties experienced in operation. He must provide the mechanism whereby the results of service engineering research may be available to the users of his product.

Reducing Trucking Expense

(Continued from page 11)

would be the adoption of a standard set of cost keeping forms by associations. With all members using the same methods and including the same items, a comparision of cost figures would mean something. If a member found his cost above the average, he could quickly find out what items were to blame and then determine whether or not they were justified.

There are two widely used truck cost systems. The National Standard truck cost system, formulated by the Truck Owners Conference, Inc., of Chicago, and the cost system, produced by the Chilton Class Journal Company, of Philadelphia. Both of these forms cover the same basic items. If they do not quite fit into particular businesses as they stand, they at least can be used as a guide in preparing one that does. The important thing is to be sure all items are covered in the same manner.

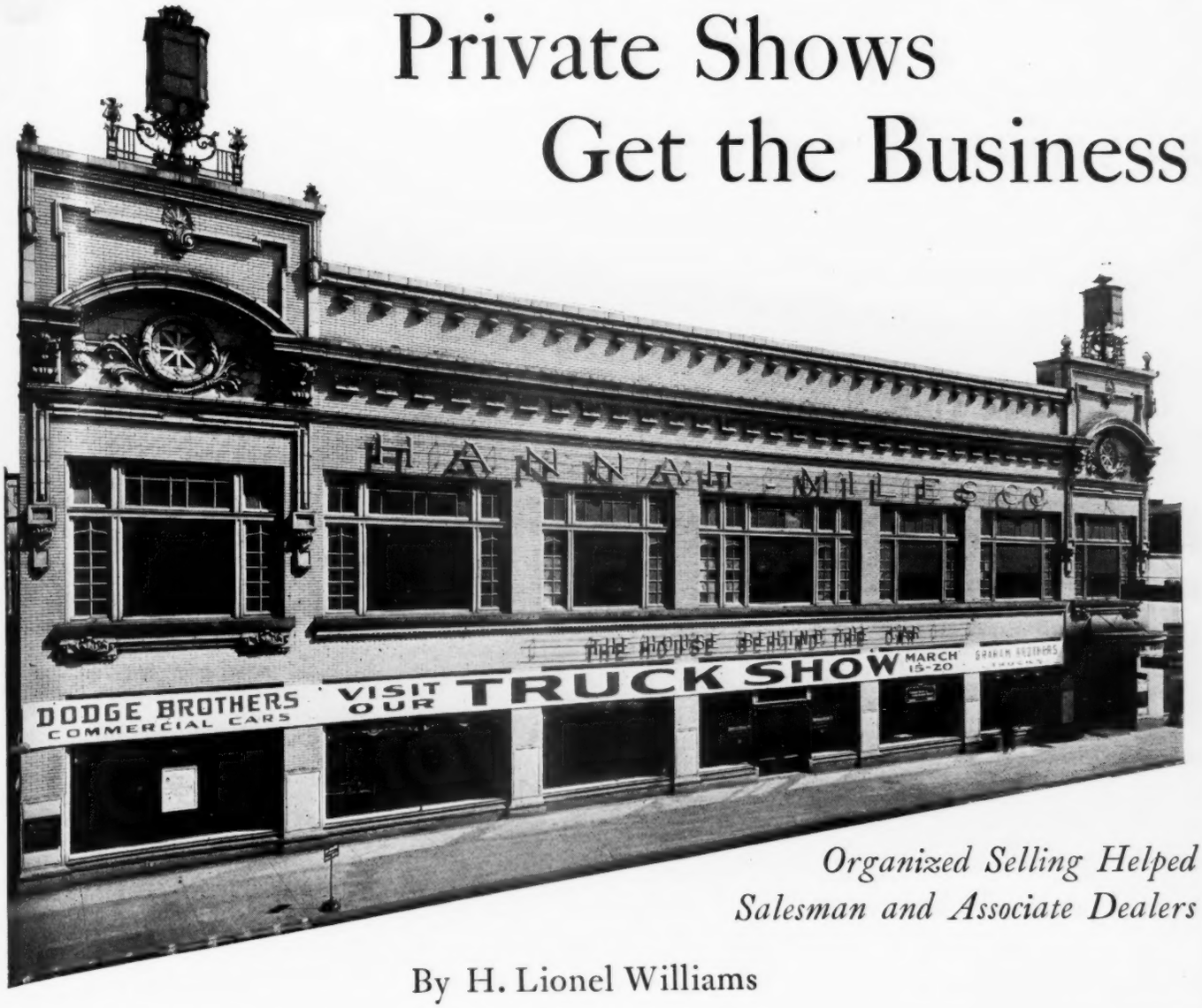
Having checked up the efficient operation of the transport equipment and made sure costs are complete and accurate, it is a relatively easy matter to select the proper units from the three types of equipment available; i. e., the gasoline truck, electric truck and horse-drawn vehicle. The selection, of course, is made on the basis of cost per unit of material hauled, bearing in mind the factor of satisfactory service.

Viewing the matter in a large way, there is rather a definite line between the field of the horse-drawn vehicle and electric truck and that of the gasoline truck. The horse and electric truck are peculiarly adapted to the short-haul, frequent-stop field. They cannot compete with the gas truck in any other field due to their limited speed and mileage range. In other words, they lack the work capacity of the gas truck. The gas truck is economically supreme in its own field.

The dividing line between the horse and electric truck is not so clearly defined. The horse is forced to dispute its place with electricity. In most cases the horse will show an indicated slight saving when the daily mileage is eight or ten. In such cases, most of the time of the working day is consumed in loading or unloading or by traffic congestion. If these limiting factors could be improved, the electric truck could be used for greater daily mileage per vehicle could be attained. The electric truck due to its

(Continued on page 38)

Private Shows Get the Business



Organized Selling Helped Salesman and Associate Dealers

By H. Lionel Williams

A FIVE-DAY show in March is the best business getter the Hannah-Miles Co. of Louisville, Ky., have discovered. Each year since its inception, 3 years ago, the Show has been an unqualified success in both retail and trade sales, while the advertising value of the exhibit is of incalculable benefit.

Results of course depend entirely on the organizing of the event. Louisville has a population of nearly 306,000 and there are many truck users in the city. Five hundred of the best prospects among the latter are sent a series of three letters before the Show opens. In addition to the response to these letters, each passenger car salesman on the staff is expected to bring in at least one truck prospect each day. The truck salesmen also must bring in prospects and spend some time on the floor.

In the Hannah-Miles territory there are five associate dealers, and, as the show lasts five days, each of these dealers is expected to spend one day on the floor. The dealers also bring in their prospects each day to lunch after viewing the exhibits, and a factory representative addresses the prospective customers before the meal is served.

This system ensures that by far the largest proportion of visitors are actually interested in the purchase of Dodge or Graham Brothers trucks. Naturally there are many casual visitors but work is concentrated upon known live prospects.

March Ideal

March is chosen as the most suitable time of the year for the show because that is the period when farmers and country merchants are most likely to be considering the buying of motor transportation. In addition the executives and principals who have been south for the winter are returning. A third reason is that this is toward the close of the winter when most shows are held and people have the show habit.

Inside their attractive premises, the Hannah-Miles Co. stage various types of bodies on the Dodge and Graham Brothers chassis, and intersperse the exhibits with notice boards carrying operating figures obtained from local operators. Attention is also called to bargains in used trucks, and to the service obtainable on all vehicles.

Another valuable feature of the show, as discovered by L. J. Hannah, is the clearing up in the buyers' minds of any misconception as to the connection between Graham Brothers and Dodge Brothers products.

This year, in the first two days of the show, six trucks had been sold to dealers'

(Continued on page 39)

Results Justify Effort

Prospects are lunched after viewing exhibits and addressed by a factory representative just before eating.

Notice boards carrying actual operating figures are prominently displayed throughout the exhibit.

Attention is also called to bargains in used trucks, and to service obtainable on all vehicles.

Method and Equipment Divide Labor in Half

Reduce carbon cleaning and valve grinding cost, and increase your service business

BY the use of modern equipment the time required for carbon and valve jobs can be reduced to one-half that necessary when hand methods are employed. Valves with grooved and pitted faces and valve seats in similar state can be restored to almost new condition in a short time by machinery, a result that no amount of hand work can accomplish.

The first carbon and valve job on a new engine can be done with little trouble. But later on when the valves, seats and guides are badly worn the need of machinery is imperative.

To keep the cost of the job down to a figure which will attract business, turn out quality work and reduce to a minimum the idle time of truck or bus, time and labor-saving shop equipment and methods are absolutely necessary.

Cutting down the time required for a carbon and valve job from eight to four hours on a 16-valve job, accomplished in one shop by the use of tools, indicates that similar savings can be brought about in other shops not so equipped.

Each operation, from the draining of the water to the final tappet clearance adjustment, can be expedited by having the right sort of mechanical help for the man doing the work.

How Time Can be Saved

By using a large tank, or receptacle, **to hold all of the water in the cooling system,** time is saved at the start of the operation. The mechanic opens the drain on the radiator and starts on the rest of the work without watching to see when the bucket is full and without worrying about the water running over the floor and making a puddle for him to stand in later.

Both open end and socket wrenches are used to start the cylinder head stud nuts. Several minutes can be saved by spinning them off, after they are loosened, by using speed or brace handle wrenches. As they are taken off they should be placed in compartments in trays, or on portable work benches, or some other definite place and **not scattered about on the hood ledge.** Special wrenches are often required for removing the small nuts holding the ignition wire brackets to the cylinder heads.

Special clamps and a hoist shorten the task of lifting the cylinder head, in many shops. A portable stand or portable work bench beside the truck or bus supports the head during the balance of the operation. **Taking out carbon, with the cylinder head on the floor, or carrying the head to a distant work bench wastes time.**

A carbon cleaning brush driven by an electric drill and a few blasts from an air nozzle make short work of removing the carbon. An assortment of putty knives, screw drivers, old hack saw blades and wiping waste accomplish about the same purpose—**in much longer time.**

A valve lifter, suited to the particular job at hand, is required to release the valve spring locks without trouble. **A mechanic who spent a whole day in replacing eight locks on as many valves,** using a lifter which did not fit the parts of the engine, saw to it that another lifter was purchased for the next job—which took a few minutes.

Above. Special stud wrench for tightening. Below. Very little grinding is required

Valve faces will require refacing in almost all cases. The valve seats will require refacing perhaps every other time. Some sort of contact between valve seats and valve faces can be secured by plenty of hand grinding but aside from the loss of time this method does not give satisfactory results.

After being cleaned with a wire wheel brush or in a lathe chuck the valves are refaced in a machine. Various types of valve lathes, single and double motor refacing tools which grind the valve faces, engine lathes and hand power face grinders are used by up-to-date shops. It takes 15 min. or less to reface and clean a set of eight valves, with the faces at the exact angle required to fit the seats, smooth and true with the stems.

The condition of the seats is just as important as that of the valve faces. A valve seat which touches the valve face at two or three points **may show a ring around the valve face** when tested after the grinding operation but will not hold compression.

Both reamers and valve seat grinders have their advocates for the operation on the valve seats. In the reamer sets a roughing reamer is used to cut through the scale on the metal and another reamer to cut the face to the proper angle. The valve seat is narrowed and brought into alignment with the valve stem guide hole by the use of 75° and 15° narrowing reamers, following the use of a reamer cutting the valve angle, usually 45°.

Electric Grinders

The valve seat grinders are operated by a quarter-inch electric drill. The stone grinds the valve seat, being aligned by a pilot which fits in the valve stem guide. Stones made for the purpose are used to narrow the valve seat, when required. Plenty of kerosene should be used as a lubricant when using grinding stones. Grinding the valve seat after rough reaming is generally preferred.

The valve stem guide holes are cleaned quickly by the use of wire cleaners, operated by the drill. Carbon is removed from pistons and valve ports by a carbon removing brush similar to that used on the cylinder head, and by hand scraping for places out of reach.

If the valve stems and the valve stem guides holes are badly worn, 1/64 in. oversize valves should be used, otherwise any amount of valve grinding and reseating will be wasted effort. The valve guides are reamed by jigs and reamers made for that purpose. Furthermore a loose fitting valve stem does not retain the valve in position on the seat and rapid wear and loss of compression results.

The valve tappet screws should be examined while the valves are out. Wear shows in the form of cup-shaped depressions directly under the end of the valve stems. **Accurate adjustment** of the valve tappet clearance **is not possible** under these conditions.

Both valve stem and tappet screw can be ground in the valve refacer, attachments to hold these parts being part of the equipment of the refacing machines.

Test by Bluing

Very little grinding is required if both valve and seat have been put in condition, as outlined above. A light touching up with emery or a polishing with kerosene will put the finishing touches on the surfaces of valve and its seat. The final test of the valve job is made by bluing the valve face and rotating the valve on the seat with rather heavy pressure.

Valve spring holders which keep the valve springs compressed are often used while replacing the valve springs. A popular type of valve spring holder has two bracket shaped sides of light steel, with a U-shaped spring handle. By using this holder the spring can be inserted while compressed and the spring lock put in place without loss of time or danger of pinched fingers.

Adjustment of the valve tappet clearance, which has been opened to, perhaps, 1/32 in. during the grinding operation, is done quickly and accurately by the use of valve tappet wrenches. The ordinary open end wrench is too thick for the purpose. In case the construction calls for the use of three wrenches on each tappet, the thin tappet wrenches are essential. The clearance is measured by feeler gages or by strips of shim stock of the required thickness. A "thin dime" and "two thicknesses of paper" **are not used as standards of measurement in modern shops or by expert mechanics.**

Examination of the condition of the cylinders and pistons is a part of the routine of a carbon and valve job. The amount and the character of the carbon found will approximately indicate the fit of the piston and cylinder, the condition of the rings, quality of oil and the carburetor setting. Wear of the cylinders should be checked by the use of inside "mikes" or cylinder dial gages or by feeler gages and a standard piston.

Tells How He Sells Trucks

(Continued from page 9)

"But in the evening the prospect is relaxed. He is in a mood for reading because that is very frequently what he does in the evening. And, perhaps, he may be tired of talking himself and may be tired of hearing other people talk.

"Consequently one of the first things I do in evening sales is to find out what the prospect's attitude is toward reading matter. I take from my pocket the typed and printed data sheets, and tentatively suggest that the prospect look at them while I explain some of the points they present. If the prospect shows an encouraging interest in these sheets I put them right into his hands. Which is generally the way it works out. But if the prospect doesn't show any interest, I put them back in my pocket and start trying to put the sale over by conversation alone.

"Third—My experience in evening selling has shown me that the average prospect isn't so strictly all business as he is in the daytime.

"In the evening when the more or less tired business man is relaxed after his day of toil in the store or office, he is in a mood for entertainment. He will look at figures and data, all right, and he will listen to sales arguments, but what he is really and primarily interested in is something that will liven him up and make him laugh.

"Consequently it is always my policy when going out to try and make an evening sale, to stock up with a few new jokes first. Sometimes a joke, sprung at the right time, will get the prospect in a better frame of mind. I've found that this sort of thing is really an immense help to me in making evening sales.

Seem Larger at Night

"Fourth—I find, in evening selling, that prices always seem larger to prospects than in the daytime.

"This is, to me, an interesting psychological fact. Perhaps it's because the prospect, during the daytime, is more accustomed to talking big figures. He considers the price I quote him as only one of many sums he is dealing with. Consequently it doesn't loom so large to him.

"But in the evening there are no other sums or figures on his mind. He sees my price alone and unrelated to anything else. And his first reaction to it is that it is too big.

"In view of this, then, I always lay low on the matter of price when I am engaging in evening selling. I emphasize all other points and concentrate the prospect's attention on these other points—such as mechanical perfection, long wearing qualities, ability of the truck to make money for the prospect, and so on.

"Finally, in evening selling, I make it a point not to stay too late. When I stay too late I irritate all the other members of the family and spoil what good results I have secured.

"It will be seen from this that my technique for evening selling is quite different from daytime selling and that it is effective is shown by the fact that I am getting away with such a big percentage of my evening sales."

Wire Brush Carbon Cleaning. Time, three minutes

Cleaning valves in a motorhead lathe

Above. Repairing valves with a Black & Decker refacer

for Economical Transportation

CHEVROLET

Only Chevrolet gives you this for $550

Chassis only—f.o.b. Flint, Mich.

No other truck offers so many quality features at such a remarkably low price. Its modern design and sturdy, special truck-type construction give definite assurance of low up-keep and economical operation.

If your business requires a rugged, dependable, thrifty one-ton truck, see your nearest Chevrolet dealer. He will gladly show you why Chevrolet trucks cost less to own and to operate.

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN
Division of General Motors Corporation

Quality Features found only in Chevrolet at these Low Prices

Easy gear shifting, with 3-speed control. Disc-clutch of latest improved design.

Valve-in-head motor that delivers more power and miles per gallon than any other truck engine of equal size.

Positive motor lubrication by a combined pump and splash system.

Positive cooling in all weather by a water pump and extra-large Harrison radiator.

Positive, reliable, semi-reversible steering control.

Extra-large, equalized brakes—12⅜ in. diameter drums.

Big, oversize rear axle with spiral-cut, bevel gears.

Semi-elliptic steel springs—88% of wheelbase.

Full length, 177-inch, deep channel steel frame, rigidly braced.

Alemite lubrication.

½-ton chassis, $395
f. o. b. Flint, Michigan

CHEVROLET

ONE TON **TRUCKS** HALF TON

World's Largest Builder of Gear-shift Cars

EDITORIALS

Neglected Markets

IF some dealers who are handling motor truck as the major line would make a check up of the automotive business that is being done in their communities they would find that some of the business they ought to be getting is going into other channels. For instance, someone else in town is getting a share of the repair work. A lubrication service down the street seems to be doing a good deal of truck business, although it started out to service passenger car primarily. There's another party a few blocks away that is doing quite a nice parts business. Some of the truck dealer's customers are going there for parts which the dealer ought to be selling. There's another concern near by that is selling a great deal of truck equipment. And so on.

These are the neglected markets that some truck dealers let slip through their hands. They have not kept in close enough contact with their customers to realize that the service after the sale can be made to pay a profit. Letting the truck owner slip away from them not only eliminates the possibility of selling him repair work, parts and equipment, but it makes it that much more difficult to get the resale of a new truck. Selling trucks alone may pay some dealers, but the truck dealer who gets the most out of the business is he who is ready to sell the owner everything he needs.

Are You Interested in Flat Rates?

A RECENT inquiry among truck manufacturers reveals the fact that some of them are very much interested in flat rates and a few of the larger companies are either revising their present schedules or working on some sort of a flat rate plan at the present time.

Some manufacturers are not at all sold on the idea that flat rates will some day be generally accepted as the logical method under which to operate service stations. But whether the manufacturer is interested in flat rates or not, we feel sure that this plan will eventually be the accepted one in most service stations.

This publication is now gathering information for the purpose of publishing flat rate data. This information will be of great value to the reader and we suggest here that if any of our readers have compiled any information on special jobs, we would be glad to have them submit such information to us for publication or checking purposes. Due credit will be given to all submitting such data.

On the other hand if any of our readers have any objections to register concerning the value of flat rates in the truck business we shall be glad to have them tell us what their objections are.

The greater the interchange of ideas and the more comparative figures we have to work from the more correct these figures will be as a guide to those who are operating service stations. The general use of flat rates is bound to insure more satisfied customers for all concerned.

Oil Investigation

AN investigation made recently by the American Fair Trade League, in New York City, shows that substitution takes place in 50 per cent of the lubricating oil sold in this territory. Figuring that the owners of the 480,000 odd passenger cars and trucks in New York City purchase about 8,200,000 gallons of oil a year, at a dollar a gallon this would amount to $4,100,000 a year for spurious oils. The chief loss however is said to come from the damage done to bearings due to the use of inferior oils.

Just how much loss is thus incurred every year by motor truck owners throughout the country, because poor oil is used or because of oil substitution is difficult to estimate. But in our opinion the truck operator is not so easily duped as the car owner. The truck dealer can help in reducing this substitution oil, however by recommending standard brands of oil to his customers explaining at the same time why the use of good oil and frequent changing is cheaper than repair bills.

News of the Trade

Truck Owners Plan National Association

The organization of a national association to represent motor truck operators and shippers was undertaken at a meeting called by the Truck Users National Conference at New York recently. About 30 truck operators from various parts of the country accepted the report of the conference's activities in appearing at hearings on the Cummins bill for Federal regulation of trucks and buses. Theodore D. Pratt resigned as chairman and the conference resolved into a general discussion of the desirability of organizing a national body.

As a result of the opinion that such an association was much needed a committee of 10 was appointed to work out the plans and also to present the viewpoint of truck users at the hearings which the Interstate Commerce Commission is to conduct into the whole subject of truck and bus operation.

The American Automobile Association, through its Bus and Truck Division, has placed all its facilities and resources at the disposal of the Interstate Commerce Commission for its coming nation-wide investigation of bus and truck operations.

Battery Makers Advised to Educate Public

About 35 members of the National Battery Manufacturers Association in annual convention heard Prof. J. L. Snider express the view of the Harvard Bureau of Economic Research and Business Forecasting that general business and industry in the United States is not sliding into a serious depression but rather into a fairly moderate recession, in most lines similar to those of 1923, 1924 and 1925.

C. H. Smith, of the Westinghouse Union Battery Co., urged avoidance of production waste by simplification of products, proper economy and a cost accounting system suitable to all.

Exhibit of A.R.A. Well Attended

The new "Safeway" Six-Wheel truck chassis; a large semi-trailer body built entirely of aluminum, except the floor; and several new types of bus bodies were among the more recent developments in bus and truck design exhibited in Atlantic City June 9-16 during the convention of the American Railway Association and allied organizations.

Buses were exhibited by American Car & Foundry Motors, Fageol, Reo, White, Garford, GMC—Yellow Coach, Studebaker, International Harvester, Graham Bros. Bus bodies were shown by Lang, Baker, Raulong and Thompson in addition to those exhibited with bus chassis.

Bus and truck exhibits were placed in a large tent in Rendezvous Park, recently acquired by the City as a site for a new convention hall. The location was two blocks from the Million Dollar Pier, where the convention sessions were held. Unlike the convention and exhibits on the Pier the automotive display was open to the general public.

S. A. E. Forms Committee on Operation and Maintenance

The establishment of a general committee to deal with subjects relating to the operation and upkeep of motor vehicle fleets was decided upon at a meeting of the council of the Society of Automotive Engineers in June. This new committee will represent vehicle operation and maintenance, manufacturers' and dealers' service, formulate policies and recommendations regarding research, standardization and production as related to operation and maintenance, and will also cooperate with the sections and meetings committees of the society in stimulating interest in these subjects. The problems of fleet operation and of motor vehicle service are rapidly assuming increasing importance. Their study and discussion are becoming a prominent feature of the society's work.

Coming Events

SHOWS

Boston, Mass. .....March 5-12
Mechanics Bldg.

Chicago .....Nov. 8-13
Coliseum, Automotive Equipment Association.

Chicago .....Nov. 15-19
Hotel Sherman, National Standard Parts Association.

Chicago .....Jan. 29-Feb. 5
National, Coliseum, National Automobile Chamber of Commerce.

Cleveland .....Oct. 4-8
Exhibit, Public Auditorium and Annex, American Electric Railway Association.

Dallas, Texas .....Oct. 9-24
Automobile Bldg.

New York .....Jan. 8-15
National, Grand Central Palace, National Automobile Chamber of Commerce.

Wichita, Kans. .....Feb. 22-25
Southwest Road Show, Wichita Thresher and Tractor Club, Inc.

CONVENTIONS

American Electric Railway Association, Public Auditorium and Annex, Cleveland .....Oct. 4-8

Automotive Equipment Association, Coliseum, Chicago .....Nov. 8-13

National Association of Automobile Show and Association Managers, Drake Hotel, Chicago .....July 27-28

National Standard Parts Association, Hotel Sherman, Chicago .....Nov. 15-19

National Tire Dealers' Association, Inc., Annual, Memphis, Tenn. .....Nov. 16-18

Society of Automotive Engineers, National Transportation and Service Meeting, Boston, Mass. .....Nov. 16-18

COMING FEATURE ISSUE OF CHILTON CLASS JOURNAL PUBLICATION

September 30—Automotive Industries—Annual Production Issue.

N. S. P. A. Schedule of Convention Events

The official program for the 1926 convention and show of the National Standard Parts Association, Nov. 15-19 in Hotel Sherman, Chicago, has been announced by E. P. Chalfant, executive vice-president.

Nov. 15—Morning: Registration; attendance at show — not compulsory. Afternoon: First general session—compulsory; president's address; committee reports; prepared talks by members only. (Session open only to delegates and alternates.)

Nov. 16—Morning: Show attendance—compulsory. Afternoon: Show attendance—compulsory. (Show periods open for entire day to invited manufacturer and jobber guests.) Evening: Banquet—not compulsory. (Special show to be staged but no speeches.)

Nov. 17—Morning: Show attendance—compulsory. Afternoon: Second general session—compulsory; public speakers. (Sessions open to all invited guests.) Evening: Show attendance—not compulsory.

Nov. 18—Morning: Show attendance—compulsory. Afternoon: Division meetings—compulsory. Evening: Show attendance—not compulsory.

Nov. 19—Morning: Third general session—compulsory; reports of divisional meetings to be received; nominations for officers and directors; two prepared short papers by association members; open discussion of papers. Afternoon: 2 to 4 p. m.: Fourth and final business session—compulsory; election and installation of officers; closing addresses. 4 to 5.30 p. m.—not compulsory.

Applications for show space will be sent out about July 15 and drawings for space will be made Sept 15. There will be 11,460 sq. ft. of floor space providing a minimum of 113 single booths.

Test Track and Building for Graham Bros.

A new concrete test track and final test building for Graham Brothers, is nearing completion, according to Dodge Brothers, Inc.

The building, 328 ft. by 80 ft. is of steel and brick construction. The quarter-mile concrete test track is 18 ft. wide, has well banked turns, and circles the test building.

Waukesha Motors Report 271% Gain in Output

May production of the Waukesha Motors Co., figured on a dollar basis, shows an increase over January, 1925, of 271 per cent, according to report made by the company.

Sheldon Axle Line Sold to Timken

The Sheldon Axle & Spring Co., Wilkes-Barre, Pa., has sold its axle business, including good will and machinery, to the Timken-Detroit Axle Co., Detroit, but other lines made by the company will be expanded and merchandised aggressively. The Sheldon company will continue service on the axles previously sold.

The plant space hitherto used for axle production will be turned over to the manufacture of bumpers. The company has developed a new type of bumper featuring a rubber shock-absorbing element which is already original equipment on one of the largest selling lines of sixes. In addition to other original equipment business, Sheldon will soon announce the bumper for distribution through the wholesale and retail trade.

The Sheldon Axle & Spring Co. was formerly a subsidiary of the Spicer Manufacturing Co., but was taken over a year ago by a group of Wilkes-Barre capitalists.

Van Norman Retains Three Tool Lines

The Van Norman Machine Tool Co. advises that the sales and service arrangement recently effected with the Van Dorn Electric Tool Co., of Cleveland, in no wise covers Van Norman piston grinders, the Van Norman Reamo power pin fitting machine and the Van Norman Kor-ek-tor. The arrangement with Van Dorn affects only valve refacers, valve seat cutters and electric drill and grinder equipment.

Highway Trailer Adds to Steel Foundry

The Highway Trailer Co. has added a 70 ft. by 75 ft. extension to its electric steel foundry at Edgerton, Wis. The company operates its own steel and brass foundries, drop-forge shop, heat treating units, spring shop, wheel plant, machine shops, woodworking department and assembly section.

25th Anniversary of Heil Co.

A building program calling for the expenditure of more than a quarter million dollars for the erection of new offices, power house and shops, is the very practical form by which the Heil Co., are celebrating their twenty-fifth anniversary.

The business was started on May 1, 1901, in a little frame structure at 4th and Poplar Sts., Milwaukee. The property now extends from Kilbourn Road, to 27th Ave. and from Dakota to Montana Ave., with additional property north of Montana Ave. The plant covers more than 200,000 sq. ft. of ground floor space.

The new power house, garage and main factory addition were completed last winter. The office building was completed early in the spring. A new hoist shop, 300 ft. long and 100 ft. wide is now under construction.

Modern machinery has been installed for the manufacture of steel dump bodies, welded compartment and storage tanks, and hydraulic hoists, Heil dump bodies and tanks are in use throughout the United States and in twenty-five foreign countries.

The Heil plant after 25 years

Sutherland With Hoover

W. A. Sutherland is now general sales manager of the Hoover Body Co., York, Pa., manufacturers of commercial bodies. Mr. Sutherland knows the industry, he grew with it. His familiarity with all departments arose from actual contact, having been variously associated with the servicing, re-selling and selling departments.

Long associated with the Philadelphia Motor Truck Association of Philadelphia in various executive capacities he has established many valuable friendships through willingness and sincerity. He resigned his sales managership of the Commercial Car Division of Thornton-Fuller, Dodge Dealers, to take over his new position.

Changes in Columbian

Dan C. Swander has formed the Columbian Vise & Mfg. Co. to take over the vise and clamp business of the Columbian Hardware Co. Associated with him will be H. F. Seymour, former head of the hardware company. Mr. Swander has been identified with the automotive industry for the last 20 years, serving nine years with Firestone and 10 years with Standard Parts Co. and the Perfection Spring Co.

Eaton Axle Controls Beans Spring Corp.

Eaton Axle & Spring Co. has purchased a majority interest in the Beans Spring Corp., of Massilon, Ohio, in the interest of the Eaton Spring Corp., all the stock of which is owned by the Eaton Axle & Spring Co.

First I.C.C. Hearing in Chicago, July 27

Dates and places for the holding of hearings by the Interstate Commerce Commission in connection with its investigation of motor bus and truck operations and their competition with railroads have been announced by the commission. The first hearing will be held in Chicago on July 27 in the Great Northern Hotel and will be held in twelve other cities throughout the country.

The schedule is as follows: Chicago, July 27; St. Paul, July 30, United States Court Rooms; Portland, Ore., August 7, Multnomah County Court Rooms; San Francisco, Calif., August 12, Room 237 Merchants Exchange; Los Angeles, Calif., August 17, California Railroad Commission; Denver, August 25, Public Utilities Commission; Detroit, September 1, Statler Hotel; Boston, Mass., September 8, United States Court Rooms; New York, September 10, Merchants Association Rooms, 233 Broadway; Asheville, N. C., September 15, Battery Park Hotel; Dallas, Texas, September 20, Jefferson Hotel; Kansas City, September 24, Chamber of Commerce, and Washington, D. C., September 29.

It is announced by the Commission that the hearings will be as full as possible; that the railroads will constitute the first group to be heard; the operators of motor buses and motor trucks, the second group, and a third group of "all other interested parties."

Tyree Radiator Opens Bloomington Plant

A new manufacturing plant has been opened in Bloomington, Ill., by The Tyree Auto Radiator Mfg. Co. The plant contains 7 acres of land and a group of eight buildings covering 66,000 sq. ft.

New equipment and special machinery designed and built by the company's engineers has been installed, to insure high quality of product with quantity production. Radiators and cores of either tubular or honeycomb types are made in the new plant.

Officers of the company are: R. A. Tyree, pres.; P. E. Francis, vice-pres.; W. W. Witmer, sec. and treas.

N.A.C.C. Committee on Truck and Bus Facts

The committee named by the National Automobile Chamber of Commerce to secure and present data relating to truck and bus operation, to the Interstate Commerce Commission, is composed of A. J. Brosseau, chairman; Windsor T. White, J. A. Ritchie, Alfred H. Swayne and Alexander Legge.

Sales Displays Offered by Blackhawk

Special displays to assist sales of Blackhawk Q.D. wrenches, Rest-A-Foot throttles and Blackhawk water pumps for Fords are being distributed by the Blackhawk Mfg. Co., Milwaukee, Wis.

U. S. Truck and Bus Exports Doubled in 1925

Shipments of 58,624 units valued at nearly 38 million dollars represent big gain over 1924 exports of 27,332 units with a value of approximately 19 millions.

The United States exported 58,624 automobile trucks and buses valued at $37,703,302 in 1925, as compared with 27,332 units, valued at $19,199,344, in the preceding year, an increase of more than 100 per cent, while the domestic production increased by only 32 per cent, from 360,625 in 1924 to 475,941 in 1925, according to the Automotive Division of the Department of Commerce.

Canada's exports of trucks, most of which are the lightest type, gained 27 per cent during the past year, as compared with a production increase of 26 per cent. Combined truck and bus exports from the Dominion totaled 16,182 units, valued at $5,250,002 in 1925, and 12,772 units with a value of $4,429,161 in the previous year. France shipped abroad 4782 units, valued at $8,628,604 in 1925, as compared with 4193 units valued at $7,573,226 in 1924. The United Kingdom's exports for the past year amounted to 4164 units with a value of $10,569,831, while in the previous year they totaled 1747 units valued at $3,483,617 (it must be noted, however, that separate figures concerning truck chassis exports from the United Kingdom were not available in 1924, in which year 2905 passenger cars, bus and truck chassis, valued at $5,194,419 were shipped abroad).

Rubber Business on Better Basis

"The rubber business, by reason of a full realization in the entire industry of the conditions confronting it by reason of crude materials, is being conducted on a better basis than ever before," according to W. F. Pfeiffer, general manager of the Miller Rubber Co., Akron, Ohio.

An average of 82.28 cents per pound for rubber smoked sheets, for the first four months of 1926, compared with 74.8 cents for last four months of 1925 and 41.1 cents for first four months of 1925, gives little justification for dealers holding off buying in expectation of early decline in prices, according to Mr. Pfeiffer.

Parts Business Approaching Midsummer Decline

Business of manufacturers of automotive parts and accessories is showing a natural decline following the record production of the first third of the year and in anticipation of the usual midsummer slowing up of motor vehicle production.

"G-Boy" Sales Large

Demand for the G-Boy one-ton Graham Brothers truck, announced May 6 by Dodge Brothers, Inc., has reached the point where combined production is on a basis of 100 daily, and from May 6 to May 31 total orders amounted to 4612.

Dodge Brothers Canadian factory, located in Toronto, will not close because of reductions in the automobile tariff, E. P. Clarkson, Canadian manager of the corporation announces. The company is not importing any cars from the United States plant and the latter factory, he said, could not take care of the Canadian demand.

Kentucky Wagon to Build Kingham Trailers

Exclusive manufacturing rights for the Kingham line of trailers have been secured by the Kentucky Wagon Manufacturing Co., Louisville, Ky. Kingham trailers will be added to the line of bus bodies, truck and steel dump bodies now made by the Kentucky Wagon Co. The entire Kingham organization will be affiliated with the Kentucky company in promoting the line.

The Kelly-Springfield Motor Truck & Bus Co. have established sales forces in Dayton, Columbus and New Orleans, La., according to E. T. Herbig, sales manager.

Personals

John G. Baukat, formerly consulting engineer for the New York Railways has become vice president and sales manager of the Woonsocket Mfg. Co.

John S. Beans has become president and general manager of the Eaton Spring Corp., a subsidiary of the Eaton Axle & Spring Corp. Mr. Beans was founder of the Beans Spring Corp. which interests have been absorbed by the Eaton Corporation.

Lieut. Col. Garrit C. DeHeus, formerly sales manager of the Sterling Motor Truck Co. has become a member of the board of directors of the Koch Company.

Thos. P. Henry has been re-elected president of the American Automobile Association. Others re-elected are **Chas. C. Janes,** secretary; **Kane S. Green,** treasurer. The following were elected vice-presidents: **A. E. Mittendorf, Herbert A. Meldrum, Daniel R. Reese, E. C. Blesi, Frank S. Gold, E. W. Steinhart** and **Percy J. Walker.**

Francis Hodgkinson has been appointed consulting mechanical engineer of the Westinghouse Electric & Mfg. Co. He was formerly chief engineer of the South Philadelphia Works of this organization. **A. D. Hunt** has been appointed manager of engineering of that plant.

M. A. Holmes has joined the staff of the Commerce Motor Truck Co. to take charge of all sales activities of the Commerce Relay Drive truck forces. He was formerly general sales manager of the Transport Truck Company.

Max Konecky has been appointed sales manager of the Fyrac Division of the National Lock Company, of Rockford, Ill.

H. B. Lent, formerly assistant advertising manager of Martin-Parry Corporation recently joined the forces of the Philadelphia Storage Battery Company as advertising manager.

M. L. Pulcher has been advanced from assistant sales manager to sales manager of the distributor division of the Federal Motor Truck Company.

Bus and Truck Acts Deferred by Congress

The measures sponsored by the National Association of Railroad and Utilities Commissioners to bring interstate motorbus and truck traffic under the jurisdiction of State Commissions and the Interstate Commerce Commission will receive no further consideration at this session of Congress through an agreement reached by the Senate and House committees on interstate commerce. The action followed the decision of the U. S. Supreme Court which declared the California Auto Stage and Truck Transportation Act unconstitutional.

Members of the Senate committee are understood to have held to the opinion that it would be unwise to act on legislation of this type at the present time and they looked upon the Supreme Court decision as proof of their theory.

When extensive hearings were held on this legislation it was found to have the vigorous opposition of many operators' associations. In view of the opposition the House body held no hearings, its developed before the Senate committee, members following the Senate hearings and concluding to let the matter rest.

Surfaced Road Mileage Increased in 1925

Nearly 18,000 miles of road in the several State highway systems was surfaced in 1925, according to reports received by the Bureau of Public Roads of the United States Department of Agriculture from the State highway departments. In addition, 5,316 miles of earth road was graded and drained according to engineering standards, making a total of 23,152 miles improved during the year, of which a little more than 10,000 miles was constructed with Federal aid.

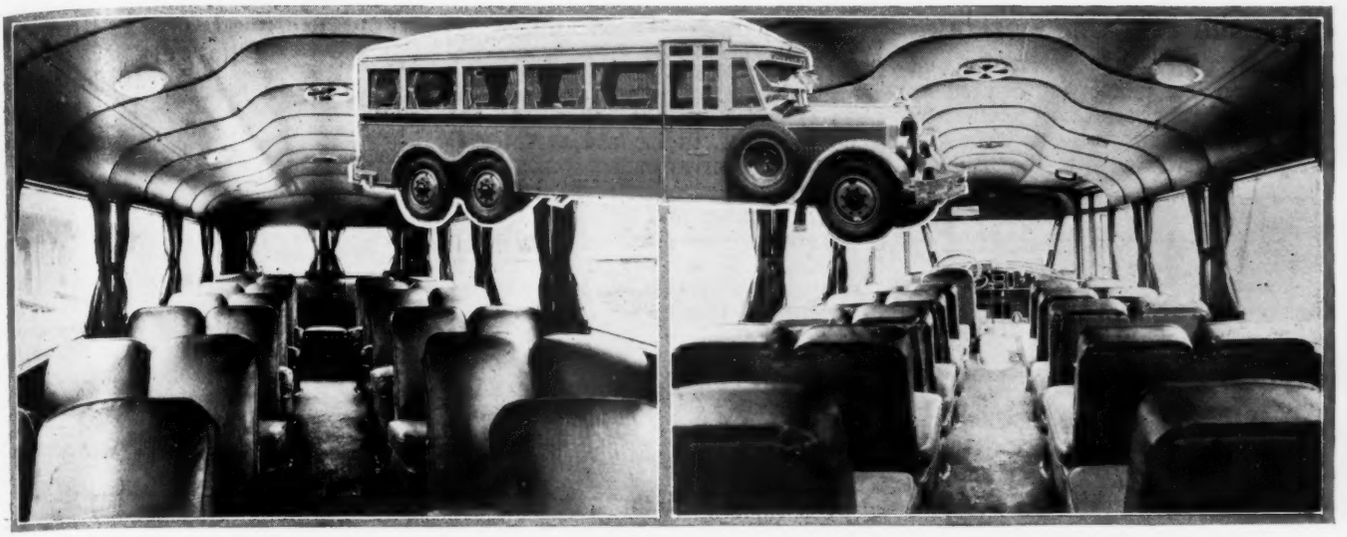
At the end of the year the total surfaced mileage in the State systems had reached 145,508 miles, and there were 32,218 miles of earth road, graded and drained according to engineering standards. The total of 270,654 miles included in the State systems embraces the important roads of the country which have been laid out to serve the needs of the States.

Catalog of Milburn Welding Apparatus

A miniature catalog issued by the Alexander Milburn Co., Baltimore, Md., describes their line of welding and cutting apparatus. Although the pages are only 3¼ in. by 6 in. the arrangement of text shows the various items clearly. Torches, tips, complete outfits, regulators and Milburn acetylene generators are listed.

Indiana Occupies New Atlanta Home

The Indiana Truck Company's southeastern branch in Atlanta is now located in a new building at 310 Spring St. D. F. Seybold is branch manager.



Interior and exterior views of the new Six-Wheel Bus Body which combines lightness with strength

New Light Six-Wheel Bus Body

Saving of a ton in weight, ease of repair, standardization of body shell for use as street-car or parlor type bus, are interesting features of the new bus body exhibited by The Six-Wheel Co., Philadelphia, manufacturers of "Safeway" coaches at the recent convention of the American Railway Association.

The body was designed by A. P. Warner, assistant general sales manager of the Six-Wheel Co. and was built by Wolfington of Philadelphia. Seeking a combination of lightness and strength Mr. Warner studied airplane design and incorporated many principles of airplane construction in the bus body.

Pillars are airplane type hollow struts and belt and headrails are modeled after monoplane thick wing construction. No sub-frame is employed in the body and each pillar rests directly on a steel channel which ties to a corresponding pillar on the opposite side. Side panels are of 14 gage aluminum and any individual section can be replaced easily in case of accidental damage.

Interior side panelling is of sectional plywood which can be removed for repair of window glass or window regulators. All wiring is in metal conduit and new wiring can be installed, in case of breaks or short circuits, without disturbing the upholstery. Interior trimming is of blue alligator leather which contains a blending of blue, black and gray which will not show dirt.

Headroom of 76½ inches over the aisle combined with an appearance of lowness is achieved by the arcade type roof developed by Mr. Warner a few months ago. By use of this type of roof and special design of the body shell the parlor car type body can be adapted to street car type bus use by removing the curtains and installing brass sash raise type windows and outside window guards and hand rails over the aisle.

The new body seats 29 passengers, all facing forward. The total length is 27 ft. 11¾ in., bumper to bumper. Weight complete with seats is 3518 lb. and without seats only 2702 lb.

Lovejoy Bus Shock Absorber

A hydraulic shock absorber for use on buses has been brought out by the Lovejoy Mfg., Co. of Boston, Mass., similar in design to the passenger car type which they have manufactured for some years.

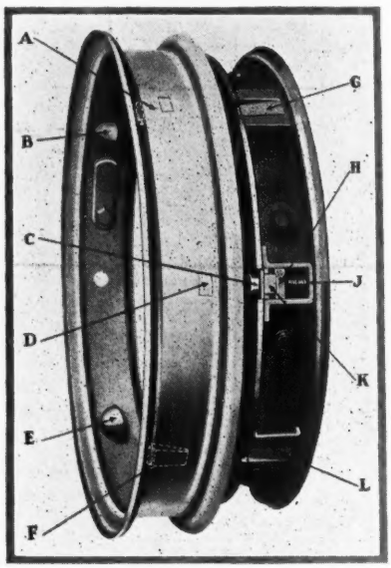
The bus shock absorbers are made in both horizontal and vertical types. Installations have been worked out for Yellow Coach, Mack, Pierce-Arrow, Fageol, White and other makes of bus.

The resisting medium in the Lovejoy shock absorber is oil and the mechanism is enclosed so that oil is retained and dirt excluded. Periodic adjustment and lubrication are not necessary with the Lovejoy absorber.

To demonstrate the new automatic detachable trailer the Warner Mfg. Co., Beloit, Wis., is sending this demonstrator around the country. The outfit consists of a G.M.C. tractor and two Warner trailers. The tractor, as well as the trailers are equipped with Christensen air brakes. The other illustration shows one of the largest moving vans in the world. This outfit is also fitted with Christensen air brakes on all four wheels.

New Rim Has One Locking Bolt

Less than one minute is required to demount and replace an automobile rim with tire on a new wheel and rim assembly manufactured by the Kaplan



The new Kaplan Rim requires little time for removal

Wheel Co., Detroit, Mich. One bolt only is employed on the rim, this accomplishing the drawing up of the rim on the felloe and the final locking. Equally adaptable to artillery, wire or disk wheels, according to the manufacturers the new wheels, can be produced with comparatively few changes.

To demount one of the new rims from its wheel, it is necessary only to make a few turns on the single bolt, pull on the rim at the locking device and lifting the rim off the wheel to clear the valve stem in the usual manner. Mounting is accomplished in a similar manner.

Referring to the illustration, as the rim in its proper relative position is lifted on to the wheel, inclined wedging members A and F enter grooved surfaces G and L on the felloe. At the same time, convex inclined surfaces B and E enter corresponding concave inclined surfaces on felloe. The fixed bolt C on the wheel moves both the threaded nut K and wedging member H backwards to final locking position. The bracket J with inclined guides raises the wedging member H bringing the rim to a fully locked position on the felloe.

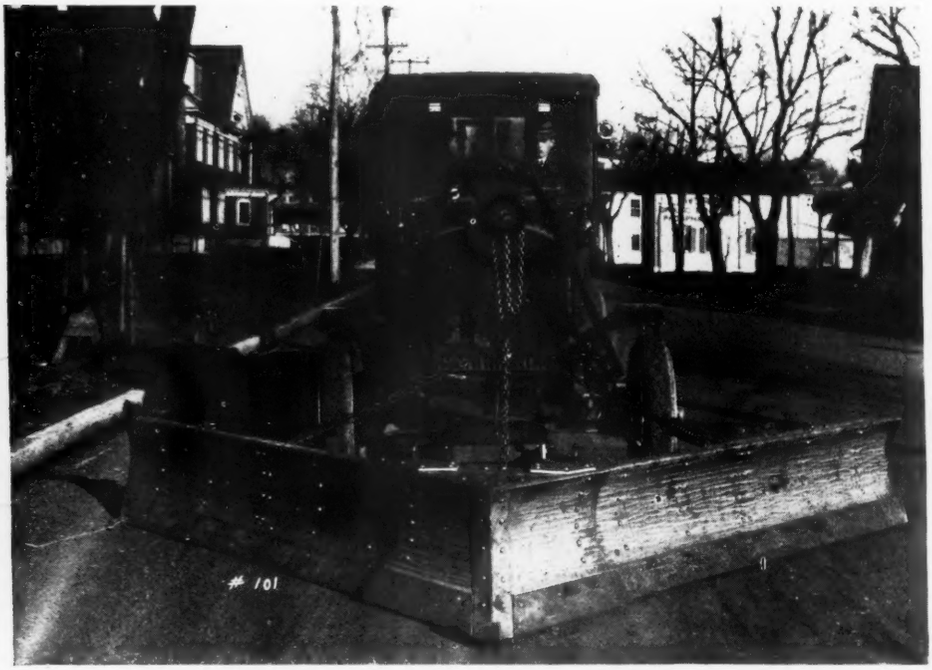
The Good Roads Hi-Speed Snow Plow

High speed operation is the feature of a new snow plow brought out this year by The Good Roads Machinery Co., Inc., of Kennett Square, Pa.

This new plow is of the "V" type and has adjustable wings which can be spread to a maximum width of fourteen feet. Attached to the front of a bus or a truck of 3½ tons or up, the plow will clear an 8 in. snowfall off the road at the rate of 20 miles an hour. Moving at full speed, it will toss the snow back ten to fifteen feet beyond the roadway.

Since speed is the essence of successful snow fighting, the value of this new type of plow is obvious. During a heavy storm, a truck can be kept running back and forth over a stretch of road with such rapidity that the drifts cannot gain headway and block the roadway.

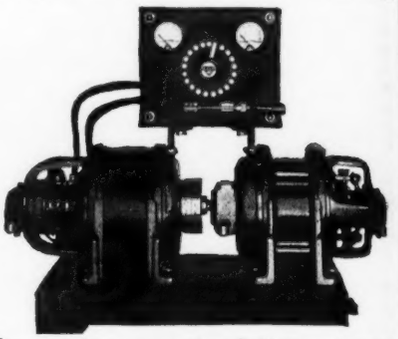
Another new feature of the Good Roads line of snow plows, introduced this year, is a cross walk plow. This is intended for use in clearing footpaths at street or road intersections. It is brought into play after other plows have cleared the center of the highway and have piled the snow in heaps at the roadside. The cross walk plow then pushes a path through the piles, opening the intersections to pedestrian traffic.



New "V" type plow of The Good Roads Machinery Co.

Weidenhoff Offers Four New Chargers

A new line of motor-generator battery charging outfits utilizing self-regulating generators is now being marketed by Joseph Weidenhoff, Chicago. Four mod-



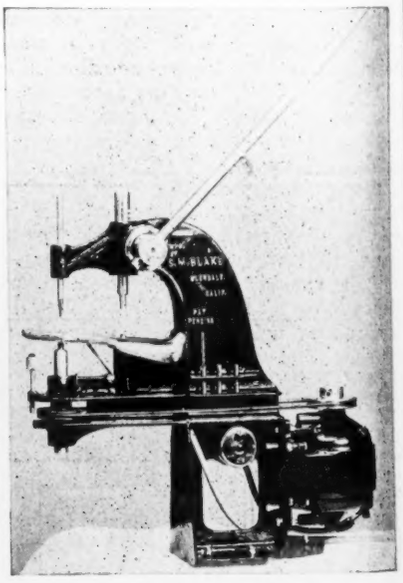
New motor-generator battery charging outfit

els with varying capacities from 100 to 400 amperes at 7½ volts, and from 100 to 200 amperes at 15 volts are offered.

Two of the models are of the two-unit type for use with 6-volt batteries only, rated 100 and 200 amperes, respectively. The other two models are of three-unit type with one motor and two generators, arranged for three-wire connection, for either 6-volt or 12-volt batteries ranging in capacities from 100 amperes at 15 volts to 400 amperes at 7½ volts. The motors and generators used are of General Electric manufacture.

Bench Type Brake Lining Machine

An electrically operated machine for brake lining operations is produced by The Blake & Buell Co., Glendale, Calif. It may be installed on a work bench, re-



B. & B. Bench Lining Machine

quiring less than 1 sq. ft. of space. The Westinghouse motor is equipped with a thermostatic overload switch. The riveting device is a steel gear and rack. The countersink is adjustable and there is a sliding locating pin to locate the drill for drilling linings.

THE C July 15, Commercial Car Specifications—Corrected Monthly

Commercial Car Specifications—Corrected Monthly

The Specifications, Chassis Prices, Etc., Are Corrected Each Month From Data Supplied Direct by the Makers. Gasoline Tractor-Trucks Will be Found at the End of Gasoline Commercial Cars

Those Chassis Which Are Sold and Recommended for Bus Use Are Designated in the Following Table by Reference Sign (§) in Front of the Name

For Motor Bus Chassis See Pages 36 and 37

(Where prices are not given it is because we have been unable to get them from authoritative sources)

Key of abbreviations, page 35

Trade Name and Model	General				Engine								Electrical System		Clutch	Gearset			Rear Axle			Gear Ratios			Front Axle Make and Model					
	Chassis Price	Standard Wheelbase (inches)	Tire Size: Front (inches)	Tire Size: Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low	Brakes, Location		Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1000 Pounds																															
Chevrolet Sup. Com. Ch.	395	103	P 30x3½	P 30x3½	Own	4-3-$\frac{11}{16}$x4	21.7	H	PS	Non	Har	Car	V	Rem	Rem	P. Own	Own Sup	U	3	Own	Own Sup	S	½	3.82	12.7	A	Own Sup	S.S	Own	Hay	Jax	1490
Star Four Com. Ch....	470	103	P 30x3½	P 30x3½	Con	4-3-$\frac{5}{16}$x4¼	18.2	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	A	3	Spi	Own	S	½	4.87	16.16	A	Own	Own	Own	Hay	Hay	1475
1500 Pounds																															
Dodge Brothers, No. 1.	670	116	P 31x5.25	P 31x5.25	Own	4-3$\frac{7}{8}$x4½	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	D. Own	Own	U	3	Own	Own	S	½	4.16	18.9	A	Own	Own	Own	Kel	Kel	2202
Int. HarvesterSpec.Del	....	116	P 31x4	P 32x4½	Wau X	4-3½x4½	19.6	L	PC	Non	Lon	Zen	G	Rem	Rem	Roc	M-M	U	3	M-M	Eat	B	½	4.45	.....	B	Eat	.....	D-G	.....	Fir	2000
Larrabee A1.....	....	133	P 29x4½	P 29x4½	Con	6-3$\frac{1}{16}$x4¼	23.4	L	PC	Non	Fed	Zen	G	Bos	Bos	P. B-L	B-L	U	3	Spi	Sal	B	½	5.10	17.1	...	Sal	She	Gem	Ind	Fir	2730
Rainier R-31.....	1970	125	P 35x5	P 35x5	Con N	4-3$\frac{3}{4}$x5	22.5	L	PS	Non	Har	Zen	V	Eis	Non	D. B-L	B-L 30	U	3	Har	Tim 6258	W	½	6.75	22.5	A	Tim 1250	Per	Lav	Jon	Fir	2500
Stewart Buddy.....	895	118	P 30x5.25	P30x5.25	Con	6-2$\frac{3}{4}$x4¾	18.2	L	PC	Non	Own	Zen	G	Rem	Rem	D. Own	Own	U	3	Own	Own	B	½	4 8	30.0	A	Own	Own	Gem	Own	Fir	2250
White. 15.....	2150	133½	P 34x5	P 34x5	Own GK	4-3$\frac{3}{4}$5½	22.5	L	SP	Non	Own	Zen	G	.....	.....	P. Own	Own 15	A	4	Spi	Own 15	S	½	5.36	23.1	A	Own 15	....	Own	Hoo	Fir	3225
Yellow Cab Mod T3...	1295	109	P 29x4½	P 29x4½	Con V7	4-3$\frac{3}{4}$x5	22.5	L	PS	Non	Lon	Zen	G	Bos	N-E	D. B-L	B-L 30Y	U	3	Spi	Tim 5331	B	½	4.90	16.3	B	Tin 1341 Dey	Mar	Gem	Mot	Fir	2500
1 Ton																															
Acme Flyer.....	.....	130	P 30x5	P 30x5	Con S4	4-4¼x4½	28.9	L	FP	Non	Per	Zen	V	Bos	Bos	D. B-L	B-L31	U	3	Blo	Col 53006	S	F	5.10	24.4	A	Col 5303	Det	Ros	Smi	Fir	3125
Acorn.....	2050	144	P 34x5	P 34x5	Con S4	4-4¼x4½	28.9	L	FP	Non	Chi	Zen	G	RBo	A-L	D. Ful	Ful SU12	U	3	Spi	Cla 366	S	½	5.66	22.6	A	Shu 310	Tut	Ros	.....	.....	3600
Atterbury 26B.....	....	132	P 30x5	P 30x5	Lyc S	6-3$\frac{1}{16}$x4½	23.4	L	PC	Non	Fed	Zen	G	A-L	A-L	D. B-L	B-L	U	3	Blo	Cla	B	..	5.10	17.03	A	Shu	She	Gem	Bim	Fir	3200
Autocar F.....	....	37	S 34x4‡	S 34x6‡	Own	2-4$\frac{3}{4}$x4½	18.1	L	SP	Non	Own	Str	G	Bos	.....	P. Own	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3800
Autocar G.....	....	120	S 34x4‡	S 34x6‡	Own	2-4$\frac{3}{4}$x4½	18.1	L	SP	Non	Own	Str	G	Bos	.....	P. Own	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3900
§Bethlehem KN.....	1595	125	P 33x5	P 33x5	Own KN	4-3½x5	19.6	L	FP	Non	Bus	Zen	V	Bos	G&D	P. B&B	Ful SU	U	3	Spi	Eat 1000	B	½	6.86	27.4	...	Eat 750	Mat	Ros	Van	Fir	2880
Bets J-3.....	1850	140	P 34x5	P 34x5	Own J3	4-3$\frac{3}{4}$x5½	22.5	L	....	Non	Chi	Zen	G	Bos	Bos	D. B-L	B-L 30	U	3	Pet	Tim 6352	W	½	.....	.....	A	Tim 1250	Mar	Ros	.....	Fir	3150
Biederman.....	....	138	P 30x5	P 30x5	Con 8R	6-3$\frac{5}{16}$x4½	27.3	L	PC	Non	Own	Zen	G	Del	A-L	D. B-L	B-L 31	U	3	Spi	Cia	B	½	5.5	27.	A	Shu	Mat	Ros	Cla	Fir	3200
Casco A.....	1700	130	P 34x5	P 34x5	Bud WTU	4-3$\frac{3}{4}$x5½	22.5	L	PC	Non	G&O	Zen	V	Bos	Bos	D. Ful	Ful SUI	U	3	Spi	Col 5200	S	¾	5.85	23.4	A	Col 5000	Per	Woh	Arc	Fir	3200
§Chevrolet Sup.....	550	124	P 30x3½	P 30x5	Own Sup	4-3$\frac{11}{16}$x4	21.7	H	PS	Non	Har	Car	V	Rem	Rem	P. Own	Own Sup	U	3	Own	Own Sup	S	½	5.43	18.0	A	Own Sup	S.S	Own	Hay	Jax	1985
Chicago 10.....	....	132	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	Chi	Zen	G	Apo	A-L	D. B-L	B-L 31	U	3	Pic	Cla B365	B	½	5.66	27.16	A	Tim 1250	Mat	Ros	StM	Fir	3240
Commerce Distributor.	....	130	P 30x5	P 30x5	Con 7U	6-3$\frac{1}{16}$x4¼	23.4	L	PC	Non	Rac	Zen	V	Bos	Bos	P. Lon	Cov JUH	U	3	Blo	Cla B365	B	½	5.66	20.5	A	Fli	Bea	Ros	Smi	Fir	2900
Concord K.....	....	130	P 30x5	P 30x5	Bud WTU	4-3$\frac{3}{4}$x5½	22.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Spi	Col 53008	B	¾	4.5	16.3	A	Col 5307	She	Ros	StM	Fir	2900
Corbitt 20.....	....	130	S 30x5	S 30x5	Con 20L	6-2$\frac{3}{4}$x4¾	18.1	L	FP	Non	McC	Zen	V	Rem	Rem	D. B-L	B-L	U	3	Spi	Cla B365	B	½	5.66	18.9	A	Eat 750	She	Ros	Smi	Fir	3025
Corbitt 21.....	....	132	P 30x5	P 30x5	Con 11U	6-3$\frac{1}{16}$x4$\frac{5}{8}$	25.3	L	FP	Non	McC	Zen	V	Rem	Rem	D. B-L	B-L	U	3	Spi	Cla B365	B	½	5.66	18.9	A	Eat 750	She	Ros	Smi	Fir	3100
Denby 41.....	....	128	P 34x5	P 34x5	Her O	4-4x5	25.6	L	PC	.....	Lon	Zen	G	A-L	A-L	D. Ful	Ful	U	3	U-P	Col	S	¾	5.8	23.2	...	Con	Det	Ros	StM	Fir	3315
§Diamond T76.....	....	130	P 30x5	P 30x5	Her OXA	4-4x5	25.6	L	PC	Non	G&O	Zen	G	Apo	A-L†	D. Cov	Cov JUC	U	3	Spi	Col 53008	B	¾	5.12	18.6	A	Col 5306	Mat	Ros	Smi	Fir	3240
Dorris K-2.....	2490	Opt	P 33x5	P 33x5	Own	4-4x5	25.6	H	PS	Non	Mod	Str	V	Bos	Wes	D. Own	W-G	U	3	Spi	Tim 5512	B	½	4.23	15.6	A	Tim 1250	Row	Ros	Mun	.....	2000
Duplex G.....	....	132	P 33x5	P 33x5	Bud WTU	4-3$\frac{3}{4}$x5½	22.5	L	PC	Non	Mod	Zen	V	Bos	Bos	D. B-L	B-L	U	3	Pet	Tim	B	½	5.50	22.0	A	Tim 1250	....	Ros	Mot	Fir	3300
Federal Knight.....	1095	124	P 32x4½	P 32x4½	Kni	4-3$\frac{5}{16}$x4½	21.0	X	FC	Non	Own	Zen	V	Eis	A-L	P. B&B	Own	U	3	U-M	Tim 5310	B	½	6.11	22.3	A	Own	Mat	Gem	Mot	Fir	2400
§Ford T.....	325	123	P 30x3½	P 30x5	Own T. T.	4-3$\frac{3}{4}$x4	22.5	L	SP	Non	Own	Own	G	Own	Own	D. Own	Own TT	U	2	Own	Own TT	W	½	Opt	19.9	B	Own TT	Own	Own	.....	.....	1577
§Garford 15.....	1790	132	P 34x5	P 34x5	Bud MU	4-3$\frac{5}{16}$x5½	21.0	L	PC	Non	Lon	Str	G	A-L	A-L	P. B&B	Own 15	U	3	Spi	Tim 6258	W	½	6.50	20.55	A	Own 15	Per	Ros	StM	Fir	3500
§Gary Express.....	1590	132	P 35x5	P 35x5	Bud WTU	4-3$\frac{3}{4}$x5½	22.5	L	PC	.....	Chi	Str	V	Eis	Rem	D. Ful	Ful TU3¼	U	3	Blo	Tim 5511	W	½	5.50	24.7	A	Tim 1250	Det	Ros	Pru	Gdy	3200
§GMC K-17.....	....	136	P 34x5	P 34x5	Own K17	4-3$\frac{7}{8}$x6	20.3	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own K-17	U	3	U-M	Own K-17	B	¾	6.1	23.67	E	Own K-17	Own	Own	Kel	Kel	3433
Gotfredson 20 B.....	....	131°	P 30x5	P 30x5	Bud WTU	4-3$\frac{3}{4}$x5½	22.5	L	PC	Non	McC	Zen	V	Rem	Rem	P. B&B	B-L 20	U	3	Spi	Cla B307	B	½	5.66	15.0	B	Sal 1546-E	Det	Gem	Van	Cle	3000
§Graham Bros. BC....	885	126	P 30x5	P 30x5	Dodge	4-3$\frac{7}{16}$x4½	24.0	L	PS	Non	McC	Dod	V	N-E	N-E	D. Dod	Dod	U	3	U-P	Own	S	½	5.10	21.3	A	Dod	Det	Dod	Cla	Kel	2480
Graham Bros. IB.....	1045	140	P 33x5	P 33x5	Dodge	4-3$\frac{7}{16}$x4½	24.0	L	PS	Non	McC	Dod	V	N-E	N-E	D. Dod	Dod	U	3	U-P	Own	S	½	5.10	21.07	A	Dod	Det	Dod	StM	Fir	2870
Gramm-Bernstein 10..	....	129	P 30x5	P 30x5	Lyc CT	4-3$\frac{3}{4}$x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Mun	Mun T23	U	3	Pic	Sal A	B	¾	5.85	23.4	B	Sal D	Per	Ros	Ind	Fir	2900
Gramm-Kincaid 233N..	....	133°	P 30x5	P 30x5	Lyc CT	4-3$\frac{3}{4}$x5	22.5	L	FP	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Thei	Eat 1002	B	½	5.33	21.3	B	Col 5300	Mat	Ros	.....	Fir	3485
Gramm-Kincaid 263N..	....	133°	P 30x5	P 30x5	Con 6M	6-3$\frac{3}{4}$x4½	27.3	L	FP	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Thei	Eat 1002	B	½	5.33	21.3	B	Col 5300	Mat	Ros	.....	Fir	3585
Grass Premier 40.....	1650	130	P 30x5	P 30x5	Lyc C	4-4x5	25.6	L	PC	Non	Chi	Str	V	Bos	Bos	D. B-L	B-L 31	U	3	Spi	Tim	S	½	5.1	21.2	B	Con	Det	Ros	Van	Fir	2950
Indiana 11.....	....	129½°	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	McC	Str	G	A-L	A-L	P. B&B	B-L 31	U	3	Blo	Cla B365	S	½	5.1	24 48	A	She33FA500	She	Ros	Bim	Fir	3300
Intert'l Harvester S....	....	124	P 32x4½	P 32x4½	Lyc KB	4-3½x5	19.6	L	PC	Non	Lon	Zen	G	Rem	Rem	P. Lon	Own	U	3	M M	Eat	B	½	5.66	22 6	A	Eat	.....	CAS	.....	.....	2800
Kenworth OS.....	2150	131	P 30x5	P 30x5	Bud WTU	4-3$\frac{3}{4}$x5½	22.5	L	PC	Non	Own	Zen	V	Rem	Rem	D. B-L	B-L 31	U	3	Spi	She W 1002	W	½	6.00	28.8	A	She 33FA500	Lah	Ros	Smi	Fir	4100
King-Zeitler 25.....	....	134°	P 30x5	P 30x5	Con S4	4-4¼x4½	28.9	L	FP	Mon	Chi	Str	G	Eis	Bos‡	D. B-L	B-L 31	U	3	Pic	Cla B365	B	½	5.1	24.5	A	Tim 1250	Tut	Ros	StM	Fir	3500
Kissel.....	....	140	P 34x5	P 34x5	Own	4-3$\frac{7}{16}$x5½	24.1	L	SP	Non	McC	Str	V	Rem	Rem	D. W-G	W-G T38L	U	3	Spi	Tim 6258	W	F	5.16	18.88	A	Tim 1452	Mat	Ros	Bim	Fir	3780
Kleiber.....	2600	130	S 34x4	S 34x7	Con J4	4-3$\frac{3}{4}$x5	22.5	L	FP	Non	R-T	Str	V	Bos	Non	D. B-L	B-L 35	U	4	Spi	Tim 6462	W	½	6.75	.....	A	Tim	Bet	Ros	Smi	Fir	.....
Kleiber.....	1800	140	P 32x6	P 32x6	Con 8R	6-3$\frac{5}{16}$x4½	27.3	L	FP	Non	Own	Str	V	Del	Del	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	6.42	.....	A	Tim 1250	Bet	Ros	Smi	Fir	3500
Lange K.....	1800	140	P 32x6	P 32x6	Con 11U	6-3$\frac{1}{16}$x4$\frac{5}{8}$	25.3	L	PC	Non	R-T	Zen	V	A-L	A-L	D. B-L	B-L 31	U	3	Pet	Tim 5620	B	F	6.43	30.9	A	Shu 310	S.P.	Ros	Hoo	Fir	3900
LeMoon GP-1.....	....	151	P 34x5	P 34x5	Con S4	4-4¼x4½	28.9	L	FP	Non	Chi	Str	G	Apo	Bos	D. B-L	B-L 31	U	3	Spi	Cla B365	B	½	5.6	.....	A	Tim 1250	Tut	Ros	StM	....	2700

Key of abbreviations, page 35

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size: Front (inches)	General: Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1 Ton—Cont'd																																
Luedinghaus	....	130	P 34x4½	P 34x4½	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	G	Spl	Dyn	P. B&B	D-G D-Y	U	3	.....	Wis 800G	W	½	.....	.....	A	Col 5000	.....	Lav	.....	Fir	2850
Master 11B	....	132	P 33x5	P 33x5	Bud WTU	4-3⅞x5⅛	22.5	L	.....	.....	.....	Zen	..	Bos	Bos	D. Ful	Ful SU	.....	3	Spi	Cla	S	..	5.0	.....	.....	Tim	Ros	.....	.....	.....	.....
§Menominee	....	132	P 35x5	P 35x5	Wis SU	4-4x5	25.6	H	PC	Non	Per	Zen	G	Eis	Bos	P. B&B	Det KY400	U	3	Blo	Col	S	½	4.58	18.3	A	Col	Tut	Lav	Std	Fir	2925
§Nash 2018	1595	130	S 34x4‡	S 34x5‡	Own 4	4-3¾x5¼	22.5	L	....	Sim	Lon	Str	G	Eis	A-L	P. B&B	D-G C	U	3	Own	Cla 1-D	D	½	6.80	21.8	D	Own 2018	Har	Lav	A-W	.....	3400
Noble A-76	1775	143	S 30x5	S 32x6	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Chi	Str	V	Spl	Bos	D. Ful	Ful SU12	U	3	Blo	Cla B-360	B	½	6.28	25.1	B	Shu 310	Tut	Ros	Bim	Fir	3400
Ogden A2	....	125	P 34x5	P 34x5	Con N	4-3¾x5	22.5	L	PS	Non	Chi	Zen	V	Eis	Rem	D. B-L	B-L 30	U	3	Pic	Tim 6258	W	½	5.60	18.6	A	Tim 1250	Tut	Ros	Bim	Gdy	3100
O. K	1795	131	P 34x5	P 34x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Per	Zen	G	Rem	Rem	D. B-L	B-L	U	3	U-M	Col 30000	B	¾	4.7	15.7	A	Col 3000	Det	Han	Nor	Fir	2600
Ruggles 16	....	122	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	PC	Non	Per	Zen	G	Rem	Rem	D. B-L	B-L	U	3	U-M	Col 30000	B	¾	4.7	15.7	A	Col 3000	Det	Han	Nor	Fir	2600
Sandow G	....	120	S 33x5	S 33x5	Bud WTU	4-3¾x5⅛	22.5	L	PS	Non	Chi	Str	G	Eis	Non	D. Ful	Ful TU¾	U	3	Spi	She	W	..	5.5	23.4	A	Shu 310	.....	Ros	Opt	Fir	3000
Sandow GA	....	130	S 32x6	S 32x6	Her OX	4-4x5	25.6	L	PC	Non	Own	Str	G	Bos	A-L	D. Ful	Ful TU¾	U	3	Spi	She	S	½	5.5	15.6	A	Shu 310	Mar	Lav	Dis	Fir	3000
Schacht	....	132	P 30x5	P 30x5	Wis SU	4-4x5	25.6	H	PC	Non	Own	Zen	V	Bos	Non	D. Ful	Ful GU-7	U	4	Blo	Wis	..	..	6.00	28.8	A	Shu 510	She	Ros	.....	.....	3755
Service 25H	....	146	P 32x6	P 32x6	Bud WTU	4-3⅞x5⅛	22.5	L	PC	Non	Own	Zen	V	Rem	Rem	P. B&B	B-L 31	U	3	M-E	Tim 5620	B	F	6.42	30.8	A	Shu 310-20	She	Ros	Smi	Fir	3900
Stewart 16	1245	130	P 33x5	P 33x5	Lyc CT	4-3¾x5	22.5	L	FP	Non	Own	Zen	G	Rem	Rem‡	D. Ful	Ful SU-1	U	3	Spi	Cla B-365	B	¾	5.10	24.0	A	Col 3008	Det	Gem	Ind	Fir	2700
United 16	....	125	S 29x4½	S 29x4½	Wau	4-3½x4½	19.6	L	PC	Non	Per	Zen	G	A-L	A-L	P. B&B	W-G	U	3	Blo	Cla B-365	B	½	5.6	.....	A	Shu 5400	Det	Han	.....	Fir	2400
§U. S. U	1850	138	P 34x5	P 34x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Own	Str	V	Bos	Bos	D. Ful	Ful LTU5	U	3	Blo	Cla B-501	B	½	6.25	25.0	A	Shu 350	She	Lav	Sch	Fir	3400
Wachusett S	....	152	S 34x5	S 34x5	Con 8R	6-3⅝x4½	27.3	L	PC	Non	G&O	Zen	V	Bos	Bos	D. B-L	B-L 30	U	3	Har	Tim 5511	W	¾	5.5	22.5	..	Tim 1250	Sav	Ros	Smi	Fir	3300
Yellow Cab T1	1450	130	P 33x5	S 33x5	Con V4	4-3¾x5	22.5	L	PS	Non	Lon	Zen	V	Bos	N-E	D. B-L	B-L 35	U	4	Spi	Tim 5516	B	½	5.37	17.3	B	Tim1341EGO	Mar	Gem	Mot	Fir	3130
Yellow Cab T-1	1550	150	S 33x5	S 33x5	Con V4	4-3¾x5	22.5	L	PS	Non	Lon	Zen	V	Bos	N-E	D. B-L	B-L 35	U	4	Spi	Tim 5516	B	½	5.37	17.3	B	Tim1341EGO	Mar	Gem	Mot	Fir	3210
Yellow Knight T2	1095	124	P 32x4½	P 32x4½	Kni S	4-3 7/16x5	18.9	X	PS	Non	McC	Zen	G	Rem	Rem	P. B&B	Mun T23	U	3	Thei	Tin 5310-21	S	½	6.14	24.5	A	Tor 750F	Mar	Gem	Bud	Fir	2740
1¼ Ton																																
Autocar F	....	97	S 34x4‡	S 34x6‡	Own	2-4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	.....	P. Own	Own F	A	3	Spi	Own F	R	F	8.3	33.2	A	Own F	Del	Ros	Hoo	.....	3800
Autocar G	....	120	S 34x4‡	S 34x6‡	Own	2-4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	.....	P. Own	Own F	A	3	Spi	Own F	R	F	8.3	33.2	A	Own F	Del	Ros	Hoo	.....	3900
Biederman	....	154	S 34x5	S 34x6	Con 6M	6-3⅝x4½	27.3	L	PC	Han	Own	Zen	G	Del	A-L	D. B-L	B-L 31	U	3	Spi	Tim	W	½	7.2	35.0	A	Shu	Mat	Ros	StM	Non	3600
Brockway E	....	135	P 33x5	P 33x5	Wis SU	4-4x5	25.6	H	FP	Non	G&O	Zen	V	Eis	L-N	D. B-L	B-L 30	U	3	Spi	Col 52024	B	¾	5.12	.....	A	Col	She	Gem	Van	Fir	3125
Brockway E8	....	153	P 32x6	P 32x6	Wis SU	4-4x5	25.6	H	FP	Non	G&O	Zen	V	Eis	L-N	D. B-L	B-L 30	U	3	Spi	Col 53003	B	¾	5.12	.....	A	Col	She	Gem	Van	Fir	4000
Brockway EY	....	150	P 33x5	P 33x5	Wis 6Y	6-3⅜x5	27.3	H	FP	Non	G&O	Zen	V	Eis	L-N	D. B-L	B-L 30	U	3	Spi	Col 53000	B	¾	5.85	.....	A	Col	She	Gem	Van	Fir	3500
Clinton 20B	....	153	P 30x5	P 30x5	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	V	Bos	Bos	D. B-L	B-L 31	U	3	Blo	Cla B501	B	½	6.28	29.5	A	Shu 5405	Per	Ros	StM	Fir	3750
Clinton 20	....	153	P 30x5	P 30x5	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	V	Bos	Bos	D. B-L	B-L 31	U	3	Blo	Tim 6258	W	½	6.25	30.0	A	Tim 1250	Per	Ros	StM	Fir	3750
Defiance G2	....	128	S 35x5	S 35x5	Con J4	4-3⅜x5	22.5	L	PC	Non	Chi	Zen	V	Bos	Bos	D. Ful	Ful SU2	U	3	Har	Eat 1000	B	½	6.14	24.5	A	Col 7000	Det	Lav	StM	Fir	2900
Defiance GL2	....	140	S 35x5	S 35x5	Con J4	4-3⅜x5	22.5	L	FP	Non	Own	Zen	V	Eis	Rem	P. B&B	Det	U	3	Pet	Tim 6250	W	½	6.14	24.5	A	Col 7000	Det	Lav	StM	Fir	3050
Federal R-3	1675	132	P 33x5	P 33x5	Con J4	4-3⅜x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Mun	Mun T23	U	3	Pic	Sal A	B	¾	5.60	18.7	A	Tim 1250	.....	Gem	Dis	.....	2950
Gramm-Bernstein 10	....	129	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	FP	Non	Own	Zen	G	A-L	A-L	D. Mun	Mun T23	U	3	Thei	Eat 1002	B	½	5.85	23.4	B	Sal D	Per	Ros	Ind	Fir	2900
Gramm-Kincaid 233N	....	133°	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	FP	Non	Own	Zen	G	A-L	A-L	D. Mun	Mun T23	U	3	Thei	Eat 1002	B	½	5.33	21.3	B	Col 5300	Mat	Ros	.....	Fir	3485
Gramm-Kincaid 263 N	....	133°	P 30x5	P 30x5	Con 8R	6-3⅜x4½	27.3	L	FP	Non	Own	Zen	G	A-L	A-L	D. Mun	Mun T23	U	3	Thei	Eat 1002	B	½	5.33	21.3	B	Col 5300	Mat	Ros	.....	Fir	3585
Guilder B	....	132	P 30x5	P 30x5	Bud WTU	4-3¾x5⅛	22.5	L	.....	.....	G&O	Zen	G	Eis	Bos	. B-L	B-L 31	.....	.....	.....	Cla 366	..	..	5.5	.....	..	Shu 5405	Mer	Ros	Ind	Fir	3250
Guilder B-6	....	132	P 30x5	P 30x5	Con 8R	6-3⅜x4½	27.3	..	.....	.....	G&O	Zen	G	Eis	Bos	. B-L	B-L 31	.....	.....	.....	Cla 366	..	..	5.5	.....	..	Shu 5405	Mer	Ros	Ind	Fir	3000
Hahn B2	1650	132°	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	FP	Non	Chi	Str	G	Bos	Bos	D. B-L	B-L	U	3	Spi	Cla 365	B	½	5.0	.....	A	Tim 1250	She	Ros	Opt	Opt	2900
Maccar 36	....	140	S 30x5	S 30x5	Bud HS	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	V	Rem	Rem	D. Ful	Ful SU10	U	3	Pic	Eat 1002	B	½	5.66	22.6	A	Shu 5405	Row	Ros	Van	Fir	3535
Master 11	....	132	P 33x5	P 33x5	Bud WTU	4-3⅞x5⅛	22.5	L	PC	Non	Chi	Zen	G	Bos	Bos	D. Ful	Ful SU	U	3	Spi	Tim 5620	B	½	5.5	22.0	A	Tim	Det	Ros	StM	Fir	3200
Menominee HT	....	130	S 34x3½‡	S 36x5‡	Wis SU	4-4x5	25.6	H	PC	Mon	Own	Zen	V	Eis	Bos	D. Det	Cot AAU	U	3	Spi	Wis	W	½	7.75	28.5	A	Shu	Tut	Ros	Std	Fir	3525
Patriot 17R	....	129	P 30x5	P 32x6	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Mod	Zen	V	Bos	Bos	P. B&B	.....	A	3	The	Tim 6258	W	½	5.6	22.8	A	Shu	Mar	CAS	Bim	Fir	3200
§Reo F	1090	130	P 33x5	P 33x5	Own F	4-4½x4½	27.2	D	PS	Non	Own	Joh	V	N-E	N-E	D. Own	Own	A	3	Own	Own	S	½	4.7	17.3	A	Own	Pen	Own	Mot	Fir	2890
Reo F	1240	130	P 33x5	P 33x5	Own T	6-3⅛x5	24.3	D	PS	Non	Own	Sch	V	N-E	N-E	D. Own	Own	A	3	Own	Own	S	½	4.7	17.3	A	Own	Pen	Own	Mot	Fir	2980
Republic 75	....	124°	P 33x5	P 33x5	Lyc CT	4-3¾x5	22.5	L	PC	Non	Per	Str	V	Bos	Bos	D. Ful	Ful	U	3	U-M	Eat	B	½	5.32	17.3	A	Own	Mat	Lav	Bim	Fir	2700
§Ruggles 20R	....	128	P 34x5	P 34x5	Her O	4-4x5	25.6	L	PC	Non	Per	Zen	G	Rem	Rem	D. B-L	B-L 31	U	3	U-M	Col 53000	S	¾	5.12	20.4	A	Col 5300	Det	Jac	Nor	Fir	2950
Sanford W6-12	....	151	S 30x5	S 30x5	Con 8R	6-3⅜x4½	27.3	L	PC	Non	R-T	Str	G	Con	Dyn	D. Ful	Ful	U	3	Spi	Eat	B	½	5.3	21.2	A	Eat	She	Ros	Van	Gdy	2960
Selden Pacemaker 24	....	144°	S 30x5	S 30x5	Her O	4-4x5	25.6	L	PC	Non	Own	Str	G	Bos	Bos	D. B-L	B-L 31	U	3	.....	Cla	B	F	.....	.....	A	Cla	.....	Ros	Van	.....	3580
Selden Pacemaker 26	....	144°	S 30x5	S 30x5	Con 8R	6-3⅜x4½	27.3	L	PC	Non	Own	Str	G	Bos	Bos	D. B-L	B-L 31	U	3	.....	Cla	B	F	.....	.....	A	Cla	.....	Ros	Van	.....	3580
§Standard 75	....	134°	S 34x5	S 34x5	Con J4	4-3⅜x5	22.5	L	PS	Sim	Lon	Str	V	Eis	Bos‡	D. B-L	B-L 31	U	3	Spi	Tim 6258	W	½	6.75	32.4	A	Tim 1250	Per	Gem	StM	Fir	3000
Stewart 16X	1370	130	P 33x5	P 33x5	Lyc	6-3¼x4½	25.3	L	FP	Non	Own	Zen	G	Rem	Rem	D. Ful	Ful	U	3	.....	Cla	B	½	5.1	24.0	A	.....	.....	Gem	.....	Fir	2750
United 20	....	130	P 30x5	P 30x5	Her O	4-4x5	25.6	L	PC	.....	Own	Zen	..	Bos	A-L	D. B-L	B-L	U	3	.....	Cla	B	½	5.6	.....	A	Shu 5400	.....	Han	.....	Fir	2900
Victor 25	1635	131	P 33x5	P 33x5	Her O	4-4x5	25.6	L	PC	Non	Per	Zen	V	A-L	A-L	D. Ful	Ful SU12	U	3	Pic	Col 53000	S	¾	5.1	20.4	B	Col 5300	Det	Lav	Van	Fir	3000
1½ Ton																																
§Acme 20L	....	136	P 34x5	P 34x5	Con 8R	6-3⅜x4½	27.3	L	PC	Non	G&O	Zen	V	Bos	Bos‡	P. B-L	B-L	U	3	Blo	Tim 6258	W	½	6 25	30.0	A	Tim 1460	Det	Ros	Bim	Fir	3565
Acorn	2300	144	S 34x4	S 34x6	Con S4	4-4½x4½	28.9	L	PC	Non	Chi	Zen	G	RBo	.....	D. Ful	Ful SU12	U	3	Spi	Cla B750	S	½	7.00	28.0	A	Shu 350	Tut	Ros	.....	.....	4400
§Armleder 30	....	148°	S 34x4‡	S 34x6‡	Her OX	4-4x5	25.6	L	PC	Non	Own	Zen	V	Bos	Bos‡	D. B-L	B-L	U	4	Spi	Tim	W	½	7.25	39.0	A	Tim	She	Ros	Smi	Fir	4400
Armleder 30B	....	148	S 34x4‡	S 34x6‡	Bud KBU-1	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Bos	Bos‡	D. B-L	B-L	U	4	Spi	Tim	W	½	7.25	39.0	A	Tim	She	Ros	Smi	Fir	4400
Atterbury 24R	....	150°	S 34x4‡	S 34x6‡	Bud KTU	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Bos	Bos	D. B-L	B-L 31	U	3	Spi	Tim 6462	W	¾	6.5	31.1	A	Tim 1460	S.P	Gem	Arc	Fir	4750
§Autocar F	....	97	S 34x4	S 34x6	Own	2-4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	.....	P. Own	Own F	A	3	Spi	Own F	R	F	8.3	33.2	A	Own F	Del	Ros	Hoo	.....	3900
Autocar G	....	120	S 34x4	S 34x6	Own	2-4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	.....	P. Own	Own F	A	3	Spi	Own F	R	F	8.3	33.2	A	Own F	Del	Ros	Hoo	.....	3900
Biederman	....	166°	S 34x5	S 34x8	Con 6M	6-3⅝x4½	27.3	L	PC	Non	Own	Zen	V	Bos	Bos	D. B-L	B-L 31	U	3	Spi	Tim 6258	W	½	7.75	38.0	A	Shu	Mat	Ros	StM	Non	4600
Biederman	....	166°	P 32x6	P 32x6	Con S4	4-4½x4½	28.9	L	PC	Pie	Own	Zen	V	Bos	Bos	D. B-L	B-L 31	U	3	Spi	Tim 6258	W	½	6.25	30.0	A	Tim 1460	Mat	Ros	Smi	Fir	3600
Buck 34	....	160°	P 32x6	P 32x6	Con S4	4-4½x4½	28.9	L	PC	Pie	Own	Zen	V	Bos	Bos	D. B-L	B-L 31	U	3	Spi	Tim 6258	W	½	6.25	30.0	A	Tim 1460	Mat	Ros	Smi	Fir	3500
Buck 36	....	160°	P 32x6	P 32x6	Con 8R	6-3⅝x4½	27.3	L	PC	Pie	Own	Zen	V	Bos	Bos	D. B-L	B-L 31	U	3	Spi	Tim 6258	W	½	6.43	30.8	A	Tim 1460	Mat	Ros	StM	Fir	4000
Chicago 15B	....	145	P 32x6	P 36x6	Her OX	4-4x5	25.6	L	PC	Non	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 31	U	3	Pet	Tim 6462	W	½	6.43	30.8	A	Tim 1460	Mat	Ros	StM	Fir	4000
Chicago 15W	....	145	P 32x6	P 32x6	Her OX	4-4x5	25.6	L	PC	Non	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 31	U	3	Pet	Tim 6462	W	½	7.75	37.2	A	Tim 1460	Mat	Ros	StM	Fir	4000
Clinton 32	....	153	P 32x6	P 32x6	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	V	Bos	Bos	D. Ful	Ful SU12	U	3	Blo	Cla B-501	B	½	6.28	29.5	A	Shu 5405	Per	Ros	St M	Fir	3950
§Commerce Super 11	....	142°	P 34x5	P 36x6	Con S4	4-4½x4½	28.9	L	FP	Non	Lon	Zen	V	Bos	Bos	D. Ful	Ful SU12	U	3	Blo	Cla B501	B	½	6.28	29.5	A	Shu 5405	Ben	Ros	Smi	Fir	3575
Commerce SD11	....	118	P 32x6	P 34x7	Con S4	4-4½x4½	28.9	L	FP	Non	Lon	Zen	V	Bos	Bos	D. Ful	Ful SU12	U	3	Blo	Cla B501	B	½	6.28	29.5	A	Shu 5405	Ben	Ros	Smi	Fir	4700
Corbitt 25	....	140	P 30x5	S 32x6	Con S4	4-4½x4½	28.9	L	FP	Non	Lon	Zen	V	Bos	Bos	D. Ful	Ful SU12	U	3	Blo	Cla B501	B	½	6.28	29.5	A	Shu 5405	Ben	Ros	Smi	Fir	4700

Day-Elder G	....	128°	S 34x4‡	S 34x5‡	Bud WTU	4-3⅝x5⅛	22.5	L	PC	Non	Bus	Zen	V	Eis	Bos‡	D. B-L	B-L 20B	U	3	Spi	Tim 6258	W	½	6.25	20.7	A	Tim 1250	L.C.	Gem	Van	Fir	3700
Defiance A	....	140	S 34x4	S 34x6	Wis CAU	4-3¾x5	22.5	L	PC	Non	Chi	Zen	V	A-L	A-L	D. Ful	Ful	U	3	Spi	Own	W	½	7.75	.....	A	Tim 1520	Det	Lav	StM	Fir	3315
Defiance D2	....	140	S 35x5	S 36x6	Con J4	4-3⅜x5	22.5	L	PC	Non	Chi	Zen	V	Bos	Bos	D. Ful	Ful SU 2	U	3	Har	Wis 66	R	½	7.10	36.6	A	Col 7000	Det	Lav	StM	Fir	3200
Defiance D2	....	140	S 35x5	S 35x5	Con S4	4-4½x4½	28.9	L	FP	Non	Stn	Zen	V	A-L	.....	P. B&B	Det	U	3	Spi	Own	B	½	4.46	.....	A	Own	Det	Lav	.....	Fir	3210
																P. B&B	Dur		3	.....	Own	B	½	4.46	24.0	A	Own	Own	Lav	Ind	Fir	.....
																						R	½	4.46	24.0	A	Own	Own	Lav	Ind	Fir	.....

Day-Elder G		128°	S 34x4‡	S 34x5‡	Bud WTU	4-3⅜x5½	22.5	L	PC	Non	Bus	Zen	V	Eis	Bos‡	D. B-L	B-L 20B	U	3	Spi	Tim 6258	W	½	6.25	20.7	A	Tim 1250	L.C.	Gem	Van	Fir	3700
Defiance A		140	S 34x4	S 34x6	Wis CAU	4-3¾x5	22.5	L	PC	Non	Chi	Zen	V	A-L	A-L	D. Ful	Ful	U	3	Spi	Own	W	½	7.75	.....	A	Tim 1520	Det	Lav	StM	.....	3315
Defiance D2		140	S 35x5	S 36x6	Con J4	4-3¾x5	22.5	L	PC	Non	Chi	Zen	V	Bos	Bos	D. Ful	Ful SU 2	U	3	Har	Wis 66	R	½	7.10	36.6	A	Col 7000	Det	Lav	StM	Fir	3200
Defiance F		128	S 35x5	S 35x5	Con S4	4-4¼x4½	28.9	L	FP	Non	Stn	Zen	V	A-L	A-L	P. B&B	Det	U	3	Spi	Own	B	½	4.46	.....	A	Own	Det	Lav	.....	.....	3210
Defiance FV		140	P 30x5	P 30x5	Her	4-3¾x5½	22.5	L	FP	Non	Chi	Zen	V	A-L	.....	P. B&B	Dur	U	3	.....	Own	B	½	4.46	24.0	A	Own	Own	Lav	Ind	Fir	.....
Defiance FL		160	P 32x6	P 32x6	Her	4-3¾x5½	22.5	L	FP	Non	Chi	Zen	V	A-L	.....	P. B&B	Dur	U	3	.....	Own	B	½	4.46	24.0	A	Own	Own	Lav	Ind	Fir	.....
Denby 41A		128	P 34x5	P 36x6	Her O	4-4x5	25.6	L	PC	.....	Lon	Zen	G	A-L	A-L	D. Ful	Ful	U	3	U-P	Col	S	¾	5.8	23.2	..	Con	Det	Ros	StM	Fir	3365
Diamond T3		144	S 36x4	S 36x7	Her OXA	4-4x5	25.6	L	PC	Non	G&O	Str	..	Apo	A-L‡	D. Cov	Cov JUC	U	3	Spi	Tim 6462	W	½	7.25	28.09	A	Shu 510	Mat	Ros	Smi	.....	5250
Diamond T4		144½	P 30x5	P 32x6	Her OXA	4-4x5	25.6	L	PC	Non	G&O	Str	..	Apo	A-L‡	D. Cov	Cov JUC	U	3	Spi	Tim 5620	S	F	7.25	28.09	A	Shu 510	Mat	Ros	StM	Fir	5450
Dixon D	2395	146	S 34x5	S 34x5	Con S4	4-4¼x4	28.9	L	FP	.....	G&O	Zen	G	Bos	Bos	D. Ful	Ful GU-8	U	4	Spi	Col	S	F	Opt	Opt	A	Tim 1520	S.P	Ros	StM	.....	3700
Duplex GH		142	P 35x5	P 36x6	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Mod	Zen	V	Bos	Bos	D. Cov	Cov	U	3	Pet	Tim	W	½	6.50	26.0	A	She	.....	Ros	Mot	Fir	3900
Fageol 230	3150	150	S 36x4	S 36x7	Wau V	4-4x5	25.6	L	PC	Wau	Own	Zen	V	Bos	Bos	D. B-L	B-L 35	U	4	Spi	Tim 6462	W	¾	9.75	52.22	A	Tim1460DXZ	Mat	Ros	Van	.....	5200
Federal S25		144	P 30x5	P 32x6	Kni	4-3⅝x4½	21 0	X	PC	Mon	Own	Zen	V	A-L	A-L	P. B&B	Own	U	3	U-M	Tim 5620	B	½	6.43	.....	A	Own	Mat	Gem	Mot	Fir	3000
Federal S25		156	P 30x5	P 32x6	Kni	4-3⅝x4½	21 0	X	PC	Mon	Own	Zen	V	A-L	A-L	P. B&B	Own	U	3	U-M	Tim 5620	B	½	6.43	.....	A	Own	Mat	Gem	Mot	Fir	3200
Fisher Fast Freight		146	S 30x5	S 32x6	Con S4	4-4¼x4½	28.9	L	FP	Non	Lon	Str	V	Bos	Bos	D. Lon	M.M.	U	3	Blo	Col Spec R	B	F	5.8	19.8	A	Col Spec R	Amc	Gem	Own	Fir	3500
Front Drive FT	2800	120	S 36x6‡	S 36x6‡	Bud WTU	4-3¾x5⅛	22.5	L	PC	Pie	.....	Zen	V	Spl	Opt	P. B&B	Own FP	A	3	Own	Own D-2	W	½	7.25	32.5	B	Own FTT	Tut	Ros	Std	.....	3350
Garford 30	2590	144	P 32x6	P 32x6	Bud KTU	4-4x5¼	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	P. Own	Own	A	3	Spi	Tim 6462	W	½	6.00	24.0	A	Own	Per	Ros	Day	Fir	4450
§Gary G15	2690	144	S 36x4	S 36x7	Bud KBU-1	4-4x5¼	25.6	L	PC	.....	Chi	Str	V	Eis	Non	D. Ful	Ful TU-3	U	3	Blo	Tim 6462	W	½	7.75	23.7	A	Tim 1520	Det	Ros	Pru	Gdy	4500
G. M. C. K-32		154	P 36x6	P 36x6	Own K32	4-3⅞x6	20.3	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own K-32	U	3	U-M	Own K-32	B	¾	7.12	27.65	E	Own K-32	Own	Own	Kel	.....	3686
Gotfredson 30 B		144°	P 32x6	P 32x6	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	McC	Zen	V	RBo	Rem	P. B&B	B-L 31	U	3	Spi	Cla B501	B	½	6.28	30.0	A	Sal 1546E	Det	Gem	Van	Cle	3500
Graham Bros. CB	1245	140	P 34x5	P 36x6	Dodge	4-3⅞x4½	24.0	L	PS	Non	McC	Dod	V	N-E	N-E	D. Dod	Dod	U	3	U-P	Own	S	½	6.28	25.98	A	Own	Det	Dod	StM	Fir	3115
Graham Bros. FB	1315	158	P 34x5	P 36x6	Dodge	4-3⅞x4½	24.0	L	PS	Non	McC	Dod	V	N-E	N-E	D. Dod	Dod	U	3	U-P	Own	S	½	6.28	25.98	A	Own	Det	Dod	StM	Fir	3145
Graham Bros. MBM	1295	140	P 32x6	P 32x6	Dodge	4-3⅞x4½	24.0	L	PS	Non	McC	Dod	V	N-E	N-E	D. Dod	Dod	U	3	U-P	Own	S	½	5.5	22.7	A	Own	Det	Dod	Cla	Fir	3130
Graham Bros. LBM	1365	158	P 32x6	P 32x6	Dodge	4-3⅞x4½	24.0	L	PS	Non	McC	Dod	V	N-E	N-E	D. Dod	Dod	U	3	U-P	Own	S	½	5.5	22.7	A	Own	Det	Dod	Cla	Fir	3180
Graham Bros. EB	1415	124	P 32x6	P 34x7	Dodge	4-3⅞x4½	24.0	L	PS	Non	McC	Dod	V	N-E	N-E	D. Dod	Dod	U	3	U-P	Own	S	½	6.28	25.98	A	Own	Det	Dod	Cla	Fir	3120
§Gramm-Bernstein 115		146	P 30x5	P 30x5	Lyc C4W	4-4x5	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Cla B501	B	½	6.28	25.12	B	Col 5300	Per	Ros	Cla	Fir	3650
Gramm-Kincaid 343N		133	S 30x5	S 30x5	Lyc CT	4-3¾x5	22.5	L	FP	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Thei	Eat 1002	B	½	5.33	21.3	B	Col 5300	Mat	Ros	.....	Fir	3485
Gramm-Kincaid 363N		133	S 30x5	S 30x5	Con 6M	6-3⅜x4½	27.3	L	FP	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Thei	Eat 1002	B	½	5.33	21.3	B	Col 5300	Mat	Ros	.....	Fir	3585
Grass Premier 45	1850	140°	P 30x5	P 32x6	Lyc C	4-4x5	25.6	L	PC	Non	Chi	Str	V	Opt	Bos	D. B-L	B-L 31	U	3	Spi	Tim 5620	S	F	6.28	26.2	B	Shu	Det	Ros	Van	Fir	3800
Grass Premier 60	2400	144°	S 34x5	S 34x6	Wau FU	4-4x5¾	25.6	L	PC	Wau	Chi	Str	V	Opt	Bos	D. B-L	B-L 35	U	4	Spi	Tim 6462	W	½	7.25	36.2	B	Shu	Det	Ros	StM	Fir	4400
Guilder D-6		142	P 32x6	P 32x6	Con 8R	6-3⅜x4½	27.3	L	PC	Pie	G&O	Zen	G	Eis	Bos	D. B-L	B-L 31	U	3	M-E	Cla 501	B	½	5.50	26.0	...	Shu 5410	Mer	Ros	Van	Non	3250
Hahn O	2100	134°	P 32x6	P 32x6	Her OX	4-4x5	25.6	L	FP	Non	Chi	Str	G	Bos	L-N	D. B-L	B-L	U	3	Spi	Wis 42	R	½	6.50	.....	A	Wis 11	She	Ros	Opt	Opt	3800
Huffman EH	1890	132	P 33x5	P 33x5	Her OX	4-4x5	25 6	L	PC	.....	Har	Zen	V	A-L	A-L	D. Ful	Ful SU12	U	3	Spi	Own	S	½	4 46	17.84	A	Own	Tut	CAS	Mat	.....	3460
Huffman EW	1560	132	P 33x5	P 33x5	Wis	4-3¾x5	22 5	L	PC	.....	Har	Zen	V	A-L	A-L	P. B&B	D-G	U	3	Spi	Own	S	½	4 46	17.84	A	Own	Tut	CAS	Mat	.....	3185
Indiana 111		129°	P 30x5	P 32x6	Her OX	4-4x5	25.6	L	PC	Non	Mc C	Str	G	A-L	A-L	P. B&B	B-L 31	U	3	Blo	Cla B501	S	½	5.5	26.4	A	She 33FA500	She	Ros	Bim	Fir	3720
Int. Harvester 33		128	S 36x4	S 36x6	Own 33	4-3¾x5	22.5	H	SP	Own	Own	Own	G	RBo	Non	D. Own	Own 33	A	3	Own	Own 33	I	D	8.00	32.5	A	Own 33	.....	Own	.....	.....	4070
Int. Harvester SD		110	P 30x5	P 32x6	Lyc KB	4-3½x5	19.6	L	PC	Non	Lon	Zen	G	Rem	Rem	P. Lon	Own	U	3	M.M.	Eat	B	½	6.37	25.5	A	Eat	.....	CAS	.....	.....	3000
Int. Harvester SL		150	P 30x5	P 30x5	Lyc KB	4-3½x5	19.6	L	PC	Non	Lon	Zen	G	Rem	Rem	P. Lon	Own	U	3	M.M.	Eat	B	½	6.37	25.5	A	Eat	.....	CAS	.....	.....	3270
Kearns O		136°	S 32x6	DS32x6‡	Her OX	4-4x5	25.6	...	SP	.....	Own	Zen	..	A-L	A-L	D. Ful	Ful	U	3	.....	She	W	½	.....	.....	.....	.....	.....	Ros	.....	.....	3900
Kelly-Springfield K70	2900	150	S 36x4	S 36x7	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	G	Eis	Opt	P. B&B	B-L 51	A	4	Spi	Own	W	½	6 80	36.4	A	Own	Mat	Ros	StM	Non	5887
Kenworth OL	2250	140	P 30x5	P 30x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Own	Zen	V	Rem	Rem	D. B-L	B-L 31	U	3	Spi	She W1501	W	½	7.80	37.5	A	She 33FA500	Lah	Ros	Smi	Fir	4200
King Zeitler 30		140°	S 34x5‡	S 34x6‡	Con S4	4-4¼x4½	28 9	L	FP	Mon	Chi	Str	G	Eis	Bos‡	D. B-L	B-L 31	U	3	Pic	Tim 6258	W	½	6.75	32.4	A	Tim 1460	Tut	Ros	StM	Fir	3750
Kissel		152	S 36x4‡	S 36x6‡	Own 40000	4-3⅞x5½	24.1	L	SP	Pie	McC	Str	V	Eis	Rem‡	D. W-G	W-G T-38L	U	3	Spi	Tim 6462	W	½	7.80	28.5	A	Tim 1526	Mat	Ros	Pru	Std	4100
Kleiber	3100	147	S 36x4‡	S 36x7‡	Con K4	4-4½x5¼	27.2	L	FP	Non	R-T	Str	V	RBo	Non	D. B-L	B-L 50	A	4	Spi	Tim 6462	W	½	7.75	41.5	A	Tim 1544B	Bet	Ros	Smi	.....	4300
Lange G	2950	145°	S 36x4	S 34x7	Con J4	4-3¾x5	22.5	L	FP	Non	Own	Str	V	Apo	Non	D. B-L	B-L 35	U	4	Pet	Tim 6462A	W	½	8.75	46.8	A	Tim 1526	S P	Ros	Hoo	Opt	4700
§Larrabee-Deyo X-21		138°	S 32x6	S 32x6	Con 8R	6-3⅜x4½	27.3	L	FP	Opt	Fed	Zen	G	Bos	Bos	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	5.37	25.8	A	Tim 1250	She	Gem	Smi	Fir	3550
LeMoon GP1-1½		Opt	S 34x4	S 34x6	Con S4	4-4½x4½	28.9	L	FP	Non	Chi	Str	G	Bos	Bos‡	D. B-L	B-L 31	U	3	Spi	Tim 6258	W	½	7.75	.....	A	Tim 1452	Tut	Ros	StM	Non	3400
Luedinghaus		144°	S 34x3½‡	S 34x5‡	Wau Y	4-4x5¼	25.6	L	PC	Non	Own	Zen	G	Spl	Dyn‡	D. B-L	B-L 31	U	3	Spi	Wis 800 H	W	½	.....	.....	A	Shu 510	.....	Lav	.....	.....	4500
Mack AB		146½°	S 36x4	DS36x3½	Own AB	4-4x5	25.6	L	PS	Own	Own	Str	G	Spi	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	C	D	*6.99	33.8*	B	Own AB	Mer	Own	.....	.....	.....
Mack AB		146½°	S 36x4	DS36x3½	Own AB	4-4x5	25.6	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	R	F	*7.60	36.8*	B	Own AB	Mer	Own	.....	.....	.....
Menominee H		144	S 36x3½‡	S 36x5‡	Wis SU	4-4x5	25.6	H	PC	Mon	Own	Zen	V	Eis	Bos	D. Det	Cot AAU	U	3	Spi	Wis 800H	W	½	8.25	30.3	A	Shu 510	Tut	Ros	Std	Fir	4220
Moreland RR6	1595	156	P 30x5	P 30x5	Con 11U	6-3¼x4⅝	25.3	L	FP	Non	Lon	Str	..	A-L	A-L	D. B-L	B-L 31	U	3	Pet	Tim	B	F	5.37	25.8	...	Tim	U.S.	Ros	Smi	Fir	3500
National 10	2785	153	P 32x6	P 32x6	Wau V	4-4x5	25.6	L	PC	Non	McK	Zen	G	Bos	Bos	D. B-L	B-L 30	U	3	Spi	Tim 6460	W	½	7.00	23.3	A	Tim 1520	Mat	Ros	Van	Fir	4200
Netco A	2600	144°	P 32x6	P 32x6	Her O	4-4x5	25.6	L	PC	Opt	Bus	Zen	V	Bos	Bos	D. B-L	B-L 35	U	3	Pet	Tim 6462	W	½	6.25	25.0	A	Tim 1460	Mat	Gem	StM	Gdy	4500
§Noble A-21	2240	144	S 32x6	S 34x7	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Chi	Str	V	Spl	Bos	D. Ful	Ful LTU4	U	3	Blo	She 1501	W	½	6.50	26.0	...	Shu 310	Tut	Ros	Bim	Fir	3800
O. K	1750	149	S 36x3½	S 36x5	Bud CTU	4-3¾x5¼	22.5	L	PC	Non	Own	Zen	V	Eis	Non	D. Ful	Ful LTU3	U	3	Har	Wis 800H	W	½	9 33	.....	...	Shu 510	Tut	Ros	Bim	Gdy	4100
Patriot 30		144	S 36x4	S 36x7	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Own	Zen	V	Bos	Non	D. B-L	B-L 35	A	4	The	Tim 6462	W	½	6.50	34.8	A	Shu	Mar	Ros	Bim	Fir	4250
Pendell B (low bed)	2800	156	P 30x5	P 32x6	Her	4-4x5	25.6	L	PC	Non	Own	Str	G	A-L	A-L	D. Ful	Ful SU12	U	3	The	Own	C	D	6.8	27.4	B	Own	Own	Jac	Own	Gdy	4800
Republic 85		146°	S 34x4	S 34x5	Lyc CT	4-3¾x5	22.5	L	PC	Non	Per	Str	V	Bos	Bos	D. Ful	Ful	U	3	U-M	Eat	I	D	6.28	25.0	B	Eat	Mat	Lav	Bim	Fir	3400
Ruggles 22		148	P 30x5	P 32x6	Her O	4-4x5	25.6	L	PC	Non	Per	Zen	G	Rem	Rem	D. B-L	B-L 31	U	3	Spi	Col 53000	B	¾	5.12	28.1	A	Col 5300	Det	Jac	Nor	Fir	3600
Rumely A	2150	144	S 36x3½‡	S 36x5‡	Bud CTU	4-3¾x5¼	22.5	L	PC	Pie	Mod	Str	G	Eis	Bos‡	D. Ful	Ful LTU 5	U	3	Blo	She 1501W	W	½	7.80	.....	A	Shu 510	.....	Gem	.....	.....	4050
Sandow		138	S 34x4	S 34x6	Bud WTU	4-3¾x5⅛	22.5	L	PS	Non	Chi	Str	V	Eis	Non	D. Ful	Ful TU¾	U	3	Spi	She 1501W	W	½	7.75	.....	.....	.....	.....	Ros	Opt	Fir	3595
Sanford W6-15		151	P 32x6	P 32x6	Con 8R	6-3⅜x4½	27.3	L	PC	Non	R-T	Str	G	Con	Dyn‡	D. Ful	Ful SU10	U	3	Spi	She 1501	W	½	7.8	31.2	A	She 33FA	She	Ros	Van	Gdy	3665
Schacht H	2500	144	S 34x4	S 34x7	Wis SU	4-4x5	25.6	H	PC	Non	Own	Zen	V	Bos	Non	D. Ful	Ful GU7	U	4	Blo	Wis 660D	R	F	7.00	33.6	A	Shu 510	She	Ros	.....	.....	4500
Service		151¼	S 36x4	S 36x7	Bud KBU-4	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	Rem	P. B&B	B-L 35	A	4	Spi	Tim 6460	W	..	7.75	41 5	A	Tim 1526	She	Ros	Int	Fir	5350
Standard 1½K		144°	S 34x4	S 34x5	Con J4	4-3¾x5	22.5	L	PS	Sim	Lon	Str	V	Eis	Bos‡	D. B-L	B-L 31	U	3	Spi	Tim 6258	W	½	6.75	32.4	A	Tim 1452	Per	Gem	StM	Fir	3466
Sterling DW-8		142	S 32x6	S 32x6	Own V	4-4x5	25.6	L	PC	.....	Own	Zen	V	Eis	.....	D. B-L	B-L 31	U	3	Spi	Tim	W	½	5.0	24.0	...	Tim	Mat	Ros	.....	.....	4000
Stewart 17	1695	145	P 32x6	P 32x6	Lyc C	4-4x5	25.6	L	PC	Non	Own	Zen	G	Rem	Rem	D. Ful	Ful LTU4	U	3	Spi	Cla B-501	B	¾	6.25	25.1	B	Col 7003	Det	Ros	Cla	Fir	3200
Stewart 17X	1795	145	P 32x6	P 32x6	Lyc	6-3¼x4½	25.3	L	FP	Non	Own	Zen	G	Rem	Rem	D. Ful	Ful	U	3	.....	Cla	B	½	6.25	25.1	A	.....	.....	Gem	.....	Fir	3450
Traylor B	1800	140	S 34x3½	S 34x6	Bud WU	4-3¾x5⅛	22.5	L	PC	Non	G&O	Zen	G	Spl	Wes†	D. Cov	Cov MUSC	U	3	M-E	She W-1501	W	½	7.80	28.0	A	She 33FA500	Mer	Ros	Sch	.....	4300
§Union E		150	P 34x7	P 34x7	Wis Y	6-3⅜x5	27.3	L	PC	Non	G&O	Zen	V	Bos	Bos	D. Ful	Ful GU-14	U	4	U-M	Wis 460	R	½	6.0	28.8	B	Shu 5410	Mat	Jax	Ind	Fir	4420
§United 30		148	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	G	Eis	A-L	D B-L	B-L 31	U	3	Blo	Col 53000	B	¾	5.80	23.7	A	Shu 310	Det	Han	Van	Fir	2940
U. S. L	2100	148	P 32x6	P 32x6	Bud HS	6-3⅜x4½	27.3	L	PC	Non	Own	Str	V	A-L	A-L	.....	Ful	U	3	Blo	Cla 1D	I	D	7.60	30.4	A	Shu 350	She	Lav	Ind	Fir	4200
§U. S. N	1950	144°	S 36x3½	S 36x6	Bud	4-3¾x5⅛	22.5	L	PC	Non	Own	Str	V	Bos	Bos*	D. Ful	Ful LTU5	U	3	Blo	Cla I-D	I	D	7.60	30.4	A	Shu 350	She	Lav	Sch	.....	4070
Victor 40	1995	135	S 34x3½‡	S 34x5‡	Her OX	4-4x5	25.6	L	PC	Non	Per	Zen	G	Eis	.....	D. Ful	Ful SU12	U	3	U-M	Wis 51	R	½	6.1	24.0	A	Shu 5410	Det	Lav	Smi	.....	4010
Wachusett J		148	S 36x6	S 36x6	Con J4	4-3¾x5	22.5	L	FP	Non	G&O	Zen	V	Bos	Bos	D. B-L	B-L 35	U	4	Har	Tim 6352	W	¾	7.20	38.5	...	Tim 1452	Sav	Ros	Smi	Fir	3300
Wilcox HT	2550	156	S 36x4	S 36x5	Own BD	4-4¼x5	28.9	L	SP	Han	.....	Zen	G	Bos	Bos	D. B-L	Own 51	U	4	Spi	Tim 6566	W	½	7.25	38.8	B	Shu 550	Own	Ros	.....	Non	4600
Winther 15	1340	136	P 30x5	P 32x6	Northway	4-3½x5	23.4	L	PS	Non	Chi	Zen	V	Rem	Rem	P. B&B	Dur	U	3	Pet	Tim	S	F	6.43	24 1	A	Col	Mat	Ros	Van	Fir	3000
Witt-Will N	2575	144	S 34x3½	S 34x6	Con S4	4-4¼x4½	28.9	L	PC	Pie	Own	Zen	G	Eis	Non	D. B-L	B-L 35	U	3	Spi	Tim 16462D	W	½	7.00	30.3	A	Tim 1526	She	Ros	Arc	Fir	4300
2 Ton																																	
Acme 41		150	S 34x4	S 34x8	Con S4	4-4¼x4½	28.9	L	FP	Mon	Per	Zen	V	Bos	.....	D. B-L	B-L	U	4	Blo	Tim 6462	W	½	7.00	36.4	A	Tim 1526	Det	Ros	Bim	.....	4650
Acorn	2500	144	S 36x4	S 36x7	Con S4	4-4¼x4½	28.9	L	PC	Non	Chi	Zen	G	RBo	.....	D. Ful	Ful SU12	U	3	Spi	Cla B750	S	½	7.00	28.0	A	Shu 350	Tut	Ros	.....	.....	4600
Autocar F		97	S 34x4‡	S 34x6‡	Own	2-4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	.....	P. Own	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3800
Autocar G		120	S 34x4‡	S 34x6‡	Own	2-4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	.....	P. Own	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3900
Autocar FH		114	S 34x5‡	S 34x7‡	Own H	4-4x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L-N*	P. Own	Own Y	A	4	Spi	Own H	R	F	7.03	42.2	A	Own FH	Opt	Ros	Hoo	.....	5100
Autocar GK		138	S 34x5‡	S 34x7‡	Own H	4-4x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L-N*	P. Own	Own Y	A	4	Spi	Own H	R	F	7.03	42.2	A	Own FH	Opt	Ros	Hoo	.....	5200
§Bethlehem GN	2495	137½	S 36x4	S 36x7	Own GN	4-4x5¼	25.6	L	PC	Pie	Bus	Zen	V	Bos	G&D	P. B&B	Ful	U	4	Spi	Wis 60A	R	½	7.75	37.2	A	She D343	Mat	Lav	Smi	.....	4100
Brockway S		140	S 34x4	S 34x6‡	Wis SU	4-4x5	25.6	H	FP	Han	Bus	Zen	V	Eis	L-N	D. B-L	B-L 30	U	3	Spi	Tim 6462	W	¾	7.25	.....	A	Tim 1452	She	Ros	Hoo	Non	4050

Key of abbreviations, page 35

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size: Front (inches)	General: Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Mode	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
2 Ton—Cont'd																																
Brockway SK	....	147	S 34x4	S 34x6‡	Con K4	4-4⅛x5¼	27.2	L	FP	Pha	B.lis	Zen	V	Eis	L-N	D. B-L	B-L 35	U	4	Spi	Tim 6462	W	¾	7.25	.....	A	Tim 1452	She	Ros	Hoo	Non	4200
Brockway SY	....	150	P 32x6	P 34x7	Wis 6Y	6-3⅝x5	27.3	H	FP	Non	G&O	Zen	V	Eis	L-N	D. B-L	B-L 35	A	4	Spi	Wis 460	R	F	6.3	.....	A	Col	She	Gem	Van	Fir	5000
Buck 44	....	160°	S 36x4‡	S 36x7‡	Con S4	4-4¼x4½	28.9	L	PC	Pie	Own	Zen	V	Bos	Bos	D. B-L	B-L 35	U	4	Spi	Tim 6462	W	½	8.75	42.0	A	Tim 1460	Mat	Ros	Smi	Fir	5000
Buck 46	....	160°	S 36x4‡	S 36x7‡	Con 8R.	6-3⅝x4½	27.3	L	PC	Pie	Own	Zen	V	Bos	Bos	D. B-L	B-L 31	U	3	Spi	Tim 6462	W	½	8.75	42.0	A	Tim 1460	Mat	Ros	Smi	Fir	4800
Casco C	2700	130	S 32x6	S 36x8	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	G&O	Zen	V	Bos	Bos	D. Ful	Ful GU 12	U	4	Spi	Wis 66A	R	½	7.75	37.2	A	Wis 10A	Per	Woh	Arc	Fir	4650
Casco D	2950	170	S 32x6	S 36x8	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	G&O	Zen	V	Bos	Bos	D. Ful	Ful GU 12	U	4	Spi	Wis 66A	R	½	7.75	37.2	A	Wis 10A	Per	Woh	Arc	Fir	4850
§Clinton 45	....	163	S 34x4‡	DS34x4‡	Wau V	4-4x5	25.6	L	PC	Wau	Own	Zen	V	Bos	Bos	D. B-L	B-L 35	A	4	Blo	Tim 6462	W	½	7.75	41 5	A	Tim 1520	Per	Ros	StM	.....	4875
Commerce S14	....	146°	S 36x4	S 36x7	Con S4	4-4¼x4½	28.9	L	FP	Non	Lon	Zen	V	Bos	Bos*	D. B-L	B-L	A	4	U-M	Tim 6462	W	½	7.00	37.4	A	Tim 1460	Bea	Ros	.....	Fir	3800
Concord GX	....	150	P 32x6	P 34x7	Bud KBU	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	Bos	D. B-L	B-L 35	U	4	Blo	Tim 5620	B	F	5.37	28.75	A	Tim 1460	She	Ros	Arc	Fir	4600
Corbitt 40	....	148	P 36x6	S 36x7	Con S4	4-4¼x4½	28.9	L	FP	Non	McC	Zen	V	Bos	Bos	D. B-L	B-L 35	U	4	Spi	Tim 6467S	W	½	9.25	.....	A	Tim 1526	She	Ros	Smi	Fir	5195
Corbitt C	....	148	S 36x4‡	S 36x7‡	Con K4	4-4⅛x5¼	27.2	L	FP	Sim	McC	Str	V	Eis	Bos‡	D. B-L	B-L 35	U	4	Spi	Tim 6467S	W	½	9.25	.....	A	Tim 1526	She	Ros	Bim	Fir	5265
Day-Elder H	....	144°	S 34x4‡	S 34x6‡	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Bus	Zen	V	Eis	Bos‡	D. B-L	B-L 31	U	3	Spi	Tim 6462	W	½	7.75	37.2	A	Tim 1460	I.C.	Gem	Van	Fir	4300
Day Elder HSM	....	144°	S 34x4‡	S 34x5‡	Bud KBU	4-4x5¼	25.6	L	PC	Non	Bus	Zen	V	Eis	Bos‡	D. B-L	B-L 31	U	3	Spi	Tim 6462	W	½	7.75	37.2	A	Tim 1460	I.C.	Gem	Van	Fir	4500
Defiance E2	....	140	S 35x5	S 38x7	Con J4	4-3¾x5	22.5	L	PC	Non	Chi	Zen	V	Bos	Bos	P. B&B	Ful GU10	U	4	Har	Wis 66	R	½	9.25	44.4	A	Col 7000	Det	Lav	StM	Fir	3865
Dixon	2800	136	S 34x4	S 34x7	Con S4	4-4¼x4½	28.9	L	FP	Pie	G&O	Zen	V	Bos	Bos	D. Fui	Ful GU7	U	4	Spi	Tim 6462	W	½	.....	.....	A	Tim 1520	S.P	Ros	StM	Fir	4450
Douglas	....	156°	P 32x6	P 36x8	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	Chi	Sch	V	Eis	A-L	D. Ful	Ful GU14	U	4	Blo	Wis 860	W	F	7.25	37.2	A	Tor AA2	Tem	Ros	Smi	Fir	5100
Douglas	....	168°	P 32x6	P 36x8	Bud HS-6	6-3⅜x4½	27.3	L	PC	Non	Chi	Sch	V	Eis	A-L	D. Ful	Ful GU14	U	4	Blo	Wis 660	R	F	5.33	25.58	A	Tor AA2	Tem	Ros	Smi	Fir	5350
Duplex A	....	160	S 34x4‡	DS36x7‡	Hin HAA	4-4x5¼	25.6	L	PC	Non	Mod	Str	V	Eis	Wes	D. Cov	Cov RU3C	U	3	Pet	She W-103	W	½	7.75	30.0	A	She D343	.....	Ros	Mot	Fir	4400
Eagle 102	....	134°	P 34x5	P 34x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Opt	Own	Zen	G	Eis	Bos ‡	D. Cov	Cov JUC	U	3	Pet	Wis 51	R	½	7.75	.....	A	Col 7000	Cha	Ros	Bim	Fir	3800
Federal S1	....	144	S 34x4	S 34x5	Kni	4-3⅝x4½	21.0	X	PC	Mon	Own	Zen	V	A-L	A-L	P. B&B	Own	A	4	U-M	Tim 6462	W	½	7.25	36.2	A	Own	Mat	Gem	Mot	.....	3300
Gotfredson 41	....	146⅞°	S 36x4‡	S36x8‡	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	McC	Zen	V	RBo	Rem	P. B&B	B-L 35	U	4	Spi	Tim 6462	W	½	7.25	38.7	A	Tim 1460	Det	Gem	Smi	Fir	5300
Gotfredson 46	....	156⅞°	S 36x4‡	S 36x8‡	Bud BUS	6-4x5⅛	38.4	L	PC	Non	McC	Zen	V	RBo	Rem	P. B&B	B-L 35	U	4	Spi	Tim 6462	W	½	7.25	38.7	A	Tim 1460	Det	Gem	Smi	Fir	5500
Gramm Bernstein 115S	....	149½°	P 30x5	P 30x5	Con 11U	6-3¼x4⅝	25.3	L	PC	Non	Own	Zen	G	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Cla B501	B	½	6.28	25.12	B	Col 5300	Per	Ros	Cla	Fir	3750
Gramm-Kincaid 443N	....	133°	P 32x6	P 32x6	Lyc C4	4-4x5	25.6	L	FP	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Thei	Eat 1502	B	½	6.33	25.3	B	Col 5300	Mat	Ros	.....	Fir	3740
Gramm-Kincaid 463N	....	133°	P 32x6	P 32x6	Con 6M	6-3⅜x4½	27.3	L	FP	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Thei	Eat 1502	B	½	6.33	25.3	B	Col 5300	Mat	Ros	.....	Fir	3840
Grass Premier 70	2550	144	S 34x5	S 34x7	Wau FU	4-4x5¾	25.6	L	PC	Opt	Chi	Str	V	Eis	Eis	D. B-L	B-L 35	U	4	Spi	Tim 6462	W	½	7.25	36.2	B	Shu	Det	Ros	Bim	Fir	4400
Guilder E	....	152	S 34x4	S 36x8	Bud KBU-I	4-4x5¼	25.6	L	PC	Pie	G&O	Zen	G	Eis	Bos	D. B-L	B-L 51	U	4	M-E	Wis 660	R	F	7.75	41.0	...	Shu 5410	Mer	Ros	Van	Non	5100
Hahn K	....	142°	S 36x4	S 36x7	Con K4	4-4⅛x5¼	27.2	L	FP	Pha	Chi	Str	G	Bos	Del	D. B-L	B-L	U	4	Spi	Tim 6560	W	F	8.75	.....	A	Tim 1526	Mer	Ros	Opt	Opt	4700
Huffman BC	2795	140	S 34x4	S 34x6	Con S4	4-4¼x4½	28.9	L	FP	.....	Chi	Zen	V	Eis	.....	D. Ful	Ful SU12	U	3	Spi	Own	W	½	9.66	38.67	A	Shu	Tut	Lav	.....	Fir	4160
Huffman BH	2295	140	S 34x4	S 34x6	Her OX	4-4x5	25.6	L	FP	.....	Chi	Zen	V	Eis	.....	D. Ful	Ful SU12	U	3	Spi	Own	W	½	9.66	38.67	A	Shu	Tut	Lav	.....	.....	4160
Hug HA4	....	118	P 34x5	DP34x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Per	Zen	V	Spl	.....	D. Ful	Ful	U	3	Blo	Wis	R	½	7.2	28.8	A	Wis	Tut	Ros	Van	Fir	3670
§Indiana 14A	....	117¼	P 30x5	P 34x7	Her OX	4-4x5	25.6	L	PC	Non	Lon	Str	G	Eis	A-L‡	P. B&B	B-L 35	U	4	Blo	She W-1501	W	½	6.50	34.77	A	She 33FA500	She	Ros	Smi	Fir	3900
Indiana 15	....	145°	S 34x4	S 34x6	Her OX	4-4x5	25.6	L	PC	Non	Lon	Str	G	Eis	A-L‡	P. B&B	B-L 35	A	4	Spi	She W-1501	W	½	6.50	34.77	A	She 33FA500	Bea	Ros	Bim	.....	4113
Indiana 15A	....	117¼	P 30x5	P 36x8	Her OX	4-4x5	25.6	L	PC	Non	Lon	Str	G	Eis	A-L ‡	P. B&B	B-L 35	U	4	Blo	She 1501	W	½	7.8	41.73	A	She 33FA500	Bea	Ros	Smi	Fir	4100
Int. Harvester 43	....	130	S 36x4‡	S 36x7‡	Own 43	4-4¾x5	22.5	H	SP	Own	Own	Own	G	RBo	Own	D. Own	Own 43	U	4	Own	Own 43	I	D	9.00	53.1	B	Own 43	.....	Own	Own	.....	4790
Kearns N1	....	136°	S 34x4	DS34x7‡	Her O	4-4x5	25.6	...	SP	.....	Own	Zen	...	Bos	.....	D. Ful	Ful	U	3	.....	She	W		.....	.....	...	.....	.....	Ros	.....	.....	.....
Kenworth M	3100	150	S 36x4	S 36x7	Bud KBU	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	RBo	Rem	D. B-L	B-L 35	U	4	Spi	She W-103	W	½	7.75	46.8	A	She D343	Lah	Ros	Smi	.....	5600
King Zeitler 40	....	156°	S 34x4‡	S 34x7‡	Con S4	4-4¼x4½	28.9	L	PC	Mon	Chi	Str	G	Eis	Bos‡	D. B-L	B-L 31	U	3	Pic	Tim 6462	W	½	7.75	37.2	A	Tim 1526	Tut	Ros	StM	Fir	4300
King Zeitler 42A	....	156°	P 32x6	P 34x7	Con 6M	6-3⅜x4½	27.3	L	PC	Non	Chi	Str	G	Bos	Bos	D. B-L	B-L 31	U	3	Pic	Tim 5620	B	F	6.43	30.9	A	Tim 1460	Tut	Ros	StM	Fir	3750
Lange G	3000	145°	S 36x4	S 36x7	Con J 4	4-3¾x5	22.5	L	FP	Non	Own	Str	V	Apo	Non	D. B-L	B-L 35	U	4	Pet	Tim 6462A	W	½	8.75	46.8	A	Tim 1526	SP	Ros	Hoo	Opt	4925
Lehigh S4	1795	146	P 32x6	P 32x6	Her O	4-4x5	25.6	L	PC	Non	Per	Zen	V	Bos	Bos	D. Cov	Cov JUC	U	3	Pet	Eat 1502	B	½	6.3	22.8	A	Eat 750	Mat	Ros	Van	Fir	3300
Lehigh S-4L	2025	170	P 32x6	P 34x7	Her O	4-4x5	25.6	L	PC	Non	Per	Zen	V	Bos	Bos	D. Cov	Cov JUC	U	3	Pet	Eat 1502	B	½	6.3	22.8	A	Eat 750	Mat	Ros	Van	Fir	3585
Lehigh 6-S	2100	155	P 32x6	P 32x6	Bud HS-6	6-3⅜x4½	27.3	L	PC	Non	Per	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Pet	Eat 1502	B	½	6.3	22.8	A	Eat 750	Mat	Ros	Van	Fir	3500
Lehigh 6-SL	2330	176	P 32x6	P 34x7	Bud HS-6	6-3⅜x4½	27.3	L	PC	Non	Per	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Pet	Eat 1502	B	½	6.3	22.8	A	Eat 750	Mat	Ros	Van	Fir	3750
Lehigh SR	....	105	P 32x6	P 34x7	Her O	4-4x5	25.6	L	PC	Non	Per	Zen	V	Bos	Bos	D. Cov	Cov RUP	U	4	Pet	Wis 70	R	½	6.92	35.98	A	Shu 5410	Mat	Ros	Van	Fir	4000
Le Moon GP-2	....	Opt	S 34x4	S 34 7	Con S4	4-4¼x4½	28.9	L	FP	Non	Chi	Str	G	Bos	Bos	D. B-L	B-L 31	U	3	Spi	Tim 6462	W	½	7.75	.....	A	Tim 1520	Tut	Ros	StM	.....	6300
Maccar 46	....	150	S 32x6	S 34x7	Wis Y	6-3⅜x5	27.3	L	PC	Non	Own	Zen	V	Rem	Rem	D. B-L	B-L 35	U	4	Pic	Wis 70	R	½	5.35	36.9	A	Shu 5410	Row	Ros	Van	Gdy	4700
Mack AB	....	146½°	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	C	D	*6.99	33.8*	B	Own AB	Mer	Own	.....	.....	.....
Mack AB	....	146½°	S 36x4	DS 36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	R	F	*7.60	36.8*	B	Own AB	Mer	Own	.....	.....	.....
Master 21	....	142	S 34x4	S 36x7	Bud KBU-I	4-4x5¼	25.6	L	PC	Pie	Chi	Zen	V	Eis	Non	D. Ful	Ful SU	U	3	Spi	Tim 6462	W	½	Opt	Opt	A	She 550	Mer	Ros	Pru	.....	4300
Moreland BX6	2000	156	S 36x4	S 36x8	Con 11U	6-3¼x4⅝	25.3	L	FP	Non	Lon	Str	V	A-L	A-L	. B-L	B-L 31	U	3	Pet	Tim	W	½	7.25	34.8	..	Tim	U.S.	Ros	Smi	Fir	3850
§Nash 3018	2150	144	S 34x4‡	S 34x7‡	Own 4	4-3¾x5½	22.5	L	PS	Sim	.....	Str	G	Eis	A-L	P. B&B	D-G C	U	4	Own	Cla 2D	I	D	9.00	39.0	B	Own 3018	Har	Lav	A-W	....	3850
National 20	3235	157	P 32x6	P 32x6	Wau V	4-4x5	25.6	L	PC	Non	McK	Zen	G	Bos	Bos	D. B-L	B-L 30	U	3	Spi	Tim 6460	W	½	7.00	23.3	A	Tim 1520	Mat	Ros	Van	Fir	4300
National 21	3400	168	P 32x6	P 32x6	Wau V	4-4x5	25.6	L	PC	Non	McK	Zen	G	Bos	Bos	D. B-L	B-L 35	U	4	Spi	Tim 6460	W	½	7.00	37.4	A	Tim 1520	Mat	Ros	Van	Fir	4500
Noble B31	2900	160	S 36x4‡	S 36x7‡	Bud KTU	4-4x5¼	25.6	L	PC	Pie	Chi	Str	V	Spl	Bos	D. Ful	Ful GU14	U	4	M-E	She 103	W	½	8.66	41.5	A	She D-343	Tut	Lav	Bim	Fir	4850
O. K	2850	149	S 36x3½	S 36x5	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	Non	D. Ful	Ful GU14	U	4	Har	Tim 6462	W	½	9.25	.....	...	Shu 510	Tut	Ros	Bim	Gdy	4310
Oshkosh AW	3080	130	P 36x6	P 36x6	Wis SU	4-4x5	25.6	H	PC	Dup	Own	Str	V	A-L	A-L	D. B-L	B-L 35	U	4	Pet	Own A	B	F	8.00	33.0	A	Own A	Tut	Ros	Roy	Fir	4250
Oshkosh AAW	3180	165	P 36x6	P 36x6	Wis SU	4-4x5	25.6	H	PC	Dup	Own	Str	V	A-L	A-L	D. B-L	B-L 35	U	4	Pet	Own AA	B	F	8.00	33.0	A	Own AA	Tut	Ros	Roy	Fir	.....
Patriot 35	....	144	S 36x4	S 36x7	Hin 400	4-4x5¼	25.6	L	FP	Non	Own	Zen	V	Bos	.....	D. B-L	B-L 35	A	4	The	Tim 6462	W	½	7.25	38.8	A	Shu	Mar	Ros	Bim	Fir	4400
Pierce Arrow XA	3500	150	S 36x4‡	DS36x5‡	Own XA	4-4x5½	25.6	T	FP	Non	Own	Str	P	Del	Del	D. Own	Own XA	A	4	Spi	Own XA	W	½	8.5	44.2	A	Own XA	S.P	Own	.....	Opt	6280
Reo	1985	156	S 32x6	S 34x7	Own T6	6-3⅞x5	24.3	D	SP	Non	Own	Sch	V	N-E	N-E	D. Own	Own	A	3	Pet	Own	S	½	5.7	25.14	A	Own	Pen	Own	Bud	Fir	3925
Rehberger A	....	162	S 36x4	S 36x7	Bud KTU	4-4x5¼	25.6	L	PC	K.P	Bus	Zen	G	RBo	Bos‡	D. B-L	B-L 35	U	4	Spi	Tim 6462	W	½	7.75	41.5	A	Shu 510	Del	Gem	Van	Fir	5060
Republic 15	....	153°	S 34x4	S 34x7	Con J4	4-3¾x5	22.5	L	FP	Pha	Own	Str	V	Bos	Bos‡	D. Ful	Ful	U	3	Spi	Eat	I	D	7.20	28.8	B	Eat	Mat	Jac	Van	Fir	4200
Republic 15W	....	153°	S 34x4	S 34x7	Wau V	4-4x5	25.6	L	FP	Wau	Own	Str	V	Bos	Bos‡	D. Ful	Ful	U	3	Spi	Eat	I	D	7.20	28.8	B	Eat	Mat	Jac	Van	Fir	4200
Ruggles 41	....	148	P 30x5	P 34x7	Her O	4-4x5	25.6	L	PC	Non	Per	Zen	G	Bos	Rem‡	D. B-L	B-L 31	U	3	Spi	Wis 6600	R	F	7.00	37.4	A	Shu 5410	Det	Jac	Nor	Fir	4250
Sandow JS	....	144	S 36x4	S 36x7	Her OX	4-4x5	25.6	L	PC	Non	Chi	Zen	V	Eis	Bos	D. Ful	Ful GU14	U	4	Spi	She W-103	I	D	8.66	.....	...	She 343	Own	Ros	.....	.....	4000
Schacht J	2600	158	S 34x4	S 34x8	Wis SU	4-4x5	25.6	L	PC	Non	Own	Zen	V	Bos	.....	D. Ful	Ful GU7	U	4	Blo	Wis 660D	W	F	7.00	33.6	A	Shu 510	She	Ros	Non	4900	4900
Sterling DW10	1900	143	S 36x4	S 36x6	Own V	4-4x5	25.6	L	FP	Non	Lon	Zen	V	Bos	Bos	D. B-L	B-L 35	U	4	Spi	Tim	W	½	7.25	38.6	A	Tim	Mat	Ros	Hoo	Non	4500
Stewart 15	1900	160	S 34x4‡	S 34x6‡	Lyc C	4-4x5	25.6	L	PC	Non	Own	Zen	G	Rem	Rem	D. Ful	Ful L7U-4	U	4	Spi	Cla B-501	B	½	6.28	35.1	B	Col	Det	Gem	Cla	Fir	3400
Traffic 4000C	1595	142	S 34x4‡	S 34x5‡	Con S4	4-4½x4¾	28.9	L	PC	Pie	Own	Zen	G	Bos	Bos	D. Ful	Ful GU-10	U	3	U-M	Cla B-501	B	¾	6.28	34.8	A	Own	Det	Own	Bim	Fir	3800
United 32	....	148	P 30x5	P 32x6	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	V	Eis	.....	D. B-L	B-L 31	U	3	Blo	Wis 460	R	¾	6.00	34.5	A	Shu 310	Det	Han	Van	.....	3740
	....												V			D. Ful	Ful GU10	U	3	Blo	Wis 460	R	¾	6.00	32.1	A	Shu 5550	Det	Han	Bud	Fir	.....

Traffic 4000C	1595	142	S 34x4‡	S 34x5‡	Con S4	4-4½x4¾	28.9	L	PC	Pie	Own	Zen	G	Bos	Bos	D. Ful	Ful GU-10	U	3	U-M	Cla B-501	B	¾	6.28	34.8	A	Own	Det	Own	Bim	Fir	3800
United 32	....	148	P 30x5	P 32x6	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	V	Eis	....	D. B-L	B-L 31	U	3	Blo	Wis 460	R	¾	6.00	34.5	A	Shu 310	Det	Han	Van	....	3740
United 40	....	164	P 32x6	DP32x6	Wis Y6	6-3⅜x5	27.3	....	PC	Non	Per	Str	V	Eis	A-L	D. Ful	Ful GU10	U	3	Blo	Wis 460	R	¾	6.00	32.1	A	Shu 5550	Det	Han	Bud	Fir	....
U S. NW	2275	144°	S 36x4‡	S 36x6‡	Bud WTU	4-3⅞x5⅛	22.5	L	PC	Non	Own	Str	V	Bos	Bos	D. Ful	Ful LTU5	U	3	Blo	She W-103	W	½	8.75	35.0	....	Shu 350	She	Lav	Sch	....	4550
Victor 50	2345	142	S 34x4‡	S 34x7‡	Her OX	4-4x5	25.6	L	PC	Pie	Per	Zen	G	Eis	....	D. Ful	Ful GU12	U	4	U-M	Wis 66	R	½	7.0	33.6	A	Shu 5410	Det	Lav	Smi	....	4500
Wachusett K	....	154	....	....	Con K4	4-4½x5¼	27.2	L	FP	Non	G&O	Zen	V	Bos	Bos	D. B-L	B-L 35	U	4	Har	Tim 6460	W	F	7.75	41.5	....	Tim 1520	....	Ros	....	Fir	4800
White 20	2950	168°	S 36x4‡	S 36x7‡	Own GK	4-3⅞x5½	22.5	L	SP	Non	Own	Zen	G	.....	.....	D. Ful	Ful	U	3	Pet	Tim	S	F	6.43	25.7	A	Col	Mat	Ros	Van	Fir	3500
Winther 34	2450	140	S 34x4‡	S 34x6‡	Wau V	4-4x5	25.6	L	PC	Non	Own	Str	V	Bos	Bos	D. Ful	Ful	U	3	Pet	Own	I	D	9.00	36.1	B	Own	Mat	Ros	Own	Fir	4225
Winther 434	3050	132	S 34x5‡	S 34x5‡	Wau V	4-4x5	25.6	L	PC	Non	Own	Str	V	Bos	Bos	D. Ful	Ful	U	3	Pet	Own	I	D	9.00	36.1	B	Own	Mat	Ros	Own	Fir	4225
Witt-Will P	2785	168°	S 34x4	S 34x7	Con S4	4-4¼x4½	28.9	L	FP	Pie	Own	Zen	G	Eis	Non	D. B-L	B-L 35	U	4	Spi	Tin 6462 D	W	½	7.10	.....	....	Tim 1526	Del	Ros	Arc	Fir	4600
2¼ Ton																																					
Guilder E6	....	160	P 32x6	P 34x7	Con 6B	6-3⅜x5	33.7	L	PC	Pie	G&O	Zen	G	Bos	Bos	D. B-L	B-L	U	4	M-E	Wis 660	R	F	7.75	.....	A	Shu 5410	Mer	Ros	Van	Non	.....
Larrabee XH	....	168	S 34x7	S 34x7	Con 6B	6-3⅜x5	33.7	L	PC	Opt	Fed	Zen	G	Bos	Bos	D. B-L	B-L 31	U	3	Spi	She W-1501	W	½	6.50	26.7	A	She D 485	She	Ros	Smi	Fir	4450
2½ Ton																																					
§Ace 56B	3350	156°	S 36x5	S 36x10	Bud EBU	4-4¼x5½	28.9	L	PC	Pie	Own	Zen	V	Eis	Rem	D. B-L	B-L 50	A	4	U-M	Tim 6566	W	F	8.50	45.5	...	Tim 1544B	Mat	Ros	Day	Fir	5650
Acorn 50	3250	156	S 36x4‡	S 36x8‡	Bud ETU	4-4¼x5½	28.9	L	PC	McC	Chi	Zen	G	RBo	Non	D. B-L	B-L 51	A	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1542	Tut	Ros	Pru	.....	5500
Amer.-La France W	3950	Opt	S 36x5	DS36x6	Own 2R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos	Bos‡	D. Own	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.6	B	Own 2R	Mer	.....	Day	.....	6600
§Armleder 50	....	152°	S 36x4‡	DS36x4‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	Han	Own	Zen	V	Bos	Bos‡	D. B-L	B-L	U	4	Spi	Tim	W	F	9.25	49.5	A	Tim	She	Ros	Smi	Fir	5300
Armleder 55	....	152	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Han	Own	Zen	V	Bos	Bos‡	D. B-L	B-L	U	4	Spi	Tim	W	F	9.25	49.5	A	Tim	She	Ros	Smi	Fir	5300
Armleder 50-6	....	158°	S 36x4‡	S 36x8‡	Bud BUS	6-4x5⅛	38.4	L	PC	Non	Own	Zen	V	Bos	A-L	D. B-L	B-L	U	4	Sp i	Tim	W	F	7.25	38.8	A	Tim	She	Ros	Smi	Fir	.....
Atterbury 22C	....	156°	S 36x4‡	DS36x4	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Bos	Bos	D. B-L	B-L 51	A	4	Spi	Tim 6560	W	F	9.25	49.4	A	Tim 1544B	S.P	Gem	Arc	Fir	5670
Autocar H	....	114	S 34x5‡	S 36x8‡	Own H	4-4x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L-N‡	D. Own	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Opt	Ros	Hoo	.....	5500
Autocar K	....	138	S 34x5‡	S 36x8‡	Own H	4-4x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L-N‡	P. Own	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Opt	Ros	Hoo	.....	5600
Bethlehem L	3195	145	S 36x4	S 36x8	Own H	4-4x5¼	25.6	L	PC	Pie	Bus	Zen	V	Bos	G&D	D. Ful	Ful GU15	U	4	Spi	Wis 88E	R	½	8.80	42.2	A	She D343	Mat	Lav	Smi	.....	5200
Biederman	....	160°	S 36x5	S 36x10	Con 6M	6-3⅜x4½	27.3	L	PC	Han	Own	Zen	G	Del	Del	D. B-L	B-L 51	U	4	Spi	Tim	W	F	8.50	45.0	A	Shu	Mat	Ros	Bet	Non	4900
Chicago 25	....	168	S 36x4	S 36x8	Her OX	4-4x5	25.6	....	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 35	U	4	Pet	Tim 7566	W	F	8.5	45.5	A	Tim 1544B	Mat	Gem	St M	.....	5250
Chicago 25	....	168°	S 36x4	S 36x8	Her OX	4-4x5	25.6	L	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 35	U	4	Pet	Tim 7566	R	F	8.00	42.8	A	Tim 1544B	Mat	Gem	StM	.....	5250
Coleman D-40	....	130	P 38x7	P 38x7	Bud HS	6-3⅜x4½	27.3	L	FP	.....	Lon	Zen	V	Bos	Bos	D. B-L	B-L 51	A	4	U-M	Tim 6566	W	F	8.00	42.8	A	Tim 1544B	Mat	Ros	Day	Fir	5650
Commerce 25A	....	144	S 36x5	S 36x10	Con K4	4-4½x5¼	27.2	L	FP	Non	Lon	Zen	V	Bos	Bos	D. B-L	B-L 51	A	4	U-M	Tim 6566	W	F	7.75	41.4	A	Tim 1526	Bea	Ros	.....	Fir	5300
Commerce 25B	....	156	S 36x5	S 36x10	Con K4	4-4½x5¼	27.2	L	FP	Non	Lon	Zen	V	Bos	Bos	D. B-L	B-L 51	A	4	U-M	Tim 6566	W	F	7.75	41.4	A	Tim 1526	Bea	Ros	.....	Fir	5300
§Commerce 25C	....	176	S 36x5	S 36x10	Con K4	4-4½x5¼	27.2	L	FP	Non	Lon	Zen	V	Bos	Bos	D. B-L	B-L 51	A	4	U-M	Tim 6566	W	F	7.75	41.4	A	Tim 1526	Bea	Ros	.....	Fir	5400
Corbitt B	....	152	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Sim	McC	Str	V	Eis	Bos‡	D. B-L	B-L 51	U	4	Spi	She W-21	W	½	10.3	55.1	A	She 3FA10	She	Ros	Bim	Fir	5325
Day-Elder I	....	144°	S 36x4‡	S 36x8‡	Bud KBU	4-4x5¼	25.6	L	PC	Mon	Bus	Zen	V	Eis	Bos‡	D. B-L	B-L 35	U	4	Spi	Tim 6566	W	F	9.25	49.5	A	Tim 1526	I.C.	Gem	Van	Fir	5700
Defiance EVS	....	160	S 36x4	S 36x8	Her	4-3⅜x5⅛	22.5	L	FP	Non	Chi	Str	V	Bos	.....	D. Det	Cot	U	4	Har	She W103	W	½	8.66	50.8	A	Tim	Own	Lav	StM	.....	.....
Denby 43	....	155	S 36x4	S 36x8	Her O	4-4x5	25.6	L	PC	.....	Lon	Zen	G	Eis	.....	D. Ful	Ful	U	4	U-P	Cla	I	D	9.00	39.12	....	Con	Det	Ros	Smi	.....	4925
Diamond T-U4	....	163	S 36x4	S 36x8	Her KA	4-4¼x5¾	28.9	L	FP	Pie	G&O	Str	G	Apo	A-L	D. Cov	Cov RAD4	A	4	Spi	Tim 6566	W	F	8.5	44.2	A	Tim 1544B	Mat	Ros	Smi	.....	6100
Dixon C	3500	154	S 36x4	S 36x8	Her G	4-4¾x5¾	36.1	L	FP	Pie	G&O	Zen	G	Bos	Non	D. Ful	Ful GU-14	U	4	Spi	Tim 6566	W	F	Opt	Opt	A	Tim 5500	S.P	Ros	Smi	Non	5900
Dorris K5	3785	Opt	S 36x5‡	S 36x8	Own	4-4¼x5½	28.9	H	PS	Own	McC	Str	G	Bos	Bos	D. Own	B-L 55	A	4	Spi	Tim 6566	W	F	7.75	41 5	A	Tim 1544B	Mat	Ros	Day	Fir	5650
Federal U4	3200	157	S 36x4‡	DS36x4‡	Con K4	4-4½x5¼	27.2	L	FP	Mon	Own	Zen	V	Eis	Rem	P. B&B	D-G	A	4	Spi	Tim 6566	W	F	7.45	45.6	A	Own	Mat	Gem	Smi	Fir	5300
Garford 50	3750	156	S 36x4	S 36x8	Bud EBU-I	4-4¼x5½	28.9	L	PC	Sim	Own	Zen	G	Spl	A-L	D. Own	B-L 55	A	7	Spi	Tim 65660D	W	F	8.5	41.2	A	Tim 1532B	Per	Ros	Day	.....	5950
§Gary E25	3250	148	S 36x4	S 36x10	Bud EBU-I	4-4¼x5½	28.9	L	PC	McC	Chi	Str	V	Eis	.....	D. Ful	Ful	U	4	Blo	Tim 6566	W	F	8.50	41 0	A	Tim 1544	Mar	Ros	StM	Gdy	5500
G.M.C. K-52A	....	146	S 36x4‡	S 36x10‡	Own	4-4x5½	25.6	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own	U	7	Own	Tim 6560	W	F	8.50	66.6	A	Tim 1542B	Det	Own	Day	.....	5780
G.M.C. K-52B	....	158	S 36x4‡	S 36x10‡	Own	4-4x5½	25.6	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own	U	7	Own	Tim 6560	W	F	8.50	66.6	A	Tim 1542B	Det	Own	Day	.....	5820
G.M.C. K-52C	....	193	S 36x4‡	S 36x10‡	Own	4-4x5½	25.6	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own	U	7	Own	Tim 6560	W	F	8.50	66.6	A	Tim 1542B	Det	Own	Day	.....	5845
Gotfredson 51	....	146 7/16°	S 36x5‡	S 36x10‡	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	McC	Zen	V	RBo	Rem	P. B&B	B-L 35	U	4	Spi	Tim 6566	W	F	7.75	41.4	A	Tim 1460	Det	Gem	Day	Fir	5300
Gotfredson 56	....	156 13/16°	S 36x5‡	S 36x10‡	Bud BUS	6-4x5⅛	38.4	L	PC	Non	McC	Zen	V	RBo	Rem	P. B&B	B-L 35	U	4	Spi	Tim 65660D	W	F	7.75	41.5	A	Tim 1460	Det	Gem	Day	Fir	5500
Gramm-Bernstein 125	....	144°	S 36x4‡	DS36x4	Con S4	4-4¼x4½	28.9	L	FP	Non	Own	Zen	G	A-L	A-L	D Ful	Ful GU	U	4	Spi	She	W	½	8.66	41.57	...	She	Per	Ros	.....	.....	5440
Gramm-Kincaid 544N	....	150°	S 36x4‡	S 36x7‡	Lyc C4	4-4x5	25.6	L	FP	Non	Own	Zen	G	A-L	A-L	D. Ful	Ful GU	U	4	Thei	Wis 70A	R	½	7.75	37.2	B	Col 5200	Mat	Ros	Smi	Non	4200
Gramm-Kincaid 564N	....	150°	S 36x4‡	S 36x7‡	Con 6M	6-3⅜x4½	28.9	L	FP	Non	Own	Zen	G	A-L	A-L	D. Ful	Ful GU	U	4	Thei	Wis 70A	R	½	7.75	37.2	B	Col 5200	Mat	Ros	Smi	Non	4300
Gramm-Kin. 564N Spec	....	150°	S 36x4‡	S 36x7‡	Con 6B	6-3⅜x5	33.7	L	FP	Non	Own	Zen	G	A-L	A-L	D. Ful	Ful GU	U	4	Thei	Wis 70A	R	½	7.75	37.2	B	Col 5200	Mat	Ros	Smi	Non	4800
Grass Premier 80	3350	167°	S 36x4‡	S 36x8	Wau CU	4-4¾x5¾	30.6	L	PC	Wau	Chi	Str	V	Bos	Bos	D. B-L	B-L 55	A	7	Spi	Tim 6566	W	½	8.25	46.0	B	Con	Det	Ros	Bim	Fir	5400
Grass Premier 55	2600	150°	P 32x6	P 36x8	Lyc C	4-4x5	25.6	L	PC	.....	Chi	Str	V	Bos	Bos	D. B-L	B-L 35	U	4	Spi	.....	S	½	7.00	38.0	B	Shu	Det	Ros	Van	Fir	4800
Hahn K Spec	....	144°	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Pha	Chi	Str	G	Bos	Del	D. B-L	B-L	U	4	Spi	Tim 6560	W	F	8.5	.....	A	Tim 1526	Mer	Ros	Opt	Opt	4900
Harvey WFC	....	150°	S 36x5‡	S 36x10‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	McC	Own	Str	G	Eis	Non	D. B-L	B-L 55	A	7	Spi	Tim 65660D	W	F	9.25	87.9	A	Tim 1544B	Bea	Ros	Int	Non	6800
Hug H4K	....	121	P 36x6	DP36x6	Bud KTU	4-4x5¼	25.6	L	PC	Han	Per	Zen	V	Spl	Non	D. Ful	Ful	U	4	Blo	Wis	R	½	7.75	37.2	A	Wis	Tut	Ros	Smi	Fir	5065
Indiana 25	....	160°	S 36x4	S 36x8	Her L	4-4½x5¾	32.4	L	PC	Pie	McC	Str	V	Eis	A-L†	P. B&B	B-L 51	A	4	Sne	She W-21	W	½	8.75	50.8	A	She D-370	Bea	Ros	.....	.....	6300
Kearns CL	....	158	S 36x4	DS36x8‡	Her L	4-4½x5¾	32.4	....	SP	.....	.....	Zen	.....	.....	.....	D. Ful	Ful	U	4	.....	She	I	½	.....	.....	A	She	....	Ros	.....	.....	5400
Kelly-Springfield KS25	3200	153	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	G	Eis	Del	P. B&B	B-L 55 Max	A	7	Pet	Own	W	½	7.75	73.6	A	Own	Mat	Ros	Smi	.....	6000
King Zeitler 45	....	156°	S 36x5‡	S 36x8‡	Con S4	4-4¼x4½	28.9	L	FP	Mon	Chi	Str	G	Eis	Wes Bos‡	D. B-L	B-L 35	U	4	Pie	Tim 6566	W	F	9.25	49.5	A	Tim 1544B	Tut	Ros	StM	Fir	5400
Kissel	....	168	S 36x4	S 36x8‡	Own 50000	4-4¼x5½	28.9	L	SP	Pie	McC	Str	V	Eis	Rem‡	D. W-G	Ful G7	A	4	Spi	Tim 6566	W	F	8.50	40.8	..	Tim 1544B	Mat	Ros	Pru	Std	5100
Kleiber	3850	163	S 36x5‡	DS36x5‡	Con L4	4-4½x5½	32.4	L	FP	Non	R-T	Str	V	RBo	Bos‡	D. B-L	B-L 51	A	4	Spi	Tim 65660D	W	F	7.75	41.5	A	Tim 1544B	Bet	Ros	Smi	.....	6500
Lange E	3650	149½	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Non	Own	Str	V	Apo	Non	D. B-L	B-L 51	A	4	Spi	Tim 65660D	W	F	9.25	49.5	A	Tim 1544B	S.P	Ros	Hoo	Opt	5950
Larrabee K-5	....	176°	S 36x4‡	S 36x8‡	Con L4	4-4½x5½	27.2	L	FP	Pha	R-T	Zen	G	Bos	Non	D. B-L	B-L 51	A	4	Spi	She W-22	W	½	7.75	47.0	A	She D-370	She	Ros	Smi	.....	5700
LeMoon GP3	....	Opt	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Pha	Chi	Str	G	Bos	Bos‡	D. B-L	B-L 51	U	4	Own	Tim 6566	W	F	7.75	.....	A	Tim 1542	Tut	Ros	StM	.....	4100
Luedinghaus	....	145°	S 36x4‡	S 36x8‡	Wau FU	4-4x5¾	25.6	L	PC	Non	Own	Zen	..	Spl	Non	P. B&B	Ful	U	4	.....	Tim 6566	W	F	.....	.....	A	Shu 510	.....	Lav	.....	.....	4900
Mack AB	....	146½°	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	C	D	*8.98	43.5*	B	Own AB	Mer	Own	.....	.....	.....
Mack AB	....	146½°	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	R	F	*9.25	44.9*	B	Own AB	Mer	Own	.....	.....	.....
Master 41	....	154°	S 36x4	S 36x10	Bud EBU-I	4-4¼x5½	28.9	....	FP	.....	.....	Str	.....	Spl	.....	D. Ful	Ful G	A	4	Spi	Tim 65660D	W	.....	.....	.....	A	Tim 1544	.....	Ros	.....	.....	6400
Menominee D	....	144	S 36x4‡	S 36x8‡	Wis TAU	4-4x6	25.6	L	PC	Mon	Own	Str	G	Eis	Bos‡	D. Det	Cot AU	A	4	Pet	Tim	..	F	7.25	38.8	...	Tim	Tut	Ros	Std	Fir	4870
Moreland EXX4	3650	162	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Non	Own	Str	V	Spl	A-L	. Own	B-L 51	A	4	Pet	Tim	..	F	7.25	38.8	...	Tim	U.S.	Ros	Smi	Fir	5450
Moreland EXX6	3650	162	S 36x4	S 36x8	Con 6M	6-3⅜x4½	27.3	L	FP	Non	Own	Str	V	A-L	A-L	. Own	B-L 51	A	4	Pet	Tim	..	F	7.25	38.8	...	Tim	U.S.	Ros	Smi	Fir	5500
National 23	3725	178	P 36x6	DS36x6‡	Wau V	4-4x5	25.6	L	PC	Non	McK	Zen	G	Bos	Bos	D. B-L	B-L 35	A	4	Spi	Tim 6566	W	F	8.5	45.5	A	Tim 1520	Mat	Ros	Van	Fir	5000
Netco B	3500	169°	S 36x5‡	S 36x10‡	Her L	4-4½x5¾	32.4	L	PC	Opt	Bus	Zen	V	Bos	Bos	D. B-L	B-L 51	A	4	Pet	Tim 65660D	W	F	8.5	45 4	A	Tim 1544B	Mat	Ros	Smi	.....	6000
Noble D-51	3350	162°	S 36x5	S 36x10	Bud ETU	4-4¼x5½	27.2	L	PC	Pie	Chi	Zen	G	Eis	Rem	D. B-L	B-L 51	U	3	Pic	Tim	W	F	8.75	42.0	A	She D 370	Tut	Lav	Bim	Fir	5750
Ogden E2	....	160	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Pha	Chi	Zen	G	Eis	Rem	D. B-L	B-L 51	U	4	Blo	She W21	W	½	8.75	42.0	A	Tim	Tut	Ros	Smi	Non	5600
O. K	3250	150	S 36x4	S 36x8	Bud EBU-I	4-4½x5½	28.9	L	PC	Pie	R-T	Zen	V	Eis	.....	D. Ful	Ful	A	4	Har	Tim 6566	W	F	7.75	41.4	A	Tim 1544B	Tut	Ros	Bim	Gdy	5350
O. K. Oil Spec	3850	164	S 36x5	S 36x10	Bud YBU-I	4-4½x6	32.4	L	PC	Non	Own	Zen	V	Eis	Wis	D. Ful	Ful	U	4	Har	Tim 6566	W	F	9.25	.....	...	Shu 550	Tut	Ros	Bim	Gdy	6550
O. K. Oil Spec	3625	146	P 40x8	P 40x8	Her OX	4-4x5	25.6	L	FP	Dup	Own	Str	V	A-L	A-L	D. B-L	B-L 51	U	4	Pet	Own BO	B	F	9.25	57.3	A	Shu 610	Tut	Ros	Bim	Gdy	6550
Oshkosh BO	3725	165	P 40x8	P 40x8	Her OX	4-4x5	25.6	L	FP	Dup	Own	Str	V	A-L	A-L	D. B-L	B-L 51	U	4	Pet	Own BBO	B	F	8.00	43.0	B	Own BO	Tut	Ros	Roy	Fir	5400
Oshkosh BBO	2790	146	S 36x6‡	S 36x8‡	Her OX	4-4x5	25.6	L	FP	Pie	Own	Zen	V	Spl	.....	D. B-L	B-L 51	U	4	Blo	Wis F65B	R	F	9.25	49.5	A	Wis 20	Tut	Han	VanG	dy	5275
Oshkosh M	2890	170	S 36x6‡	S 36x8‡	Her OX	4-4x5	25 6	L	FP	Pie	Own	Zen	V	Spl	.....	D. B-L	B-L 51	U	4	Blo	Wis F65B	R	F	9.25	49.5	A	Wis 20	Tut	Han	Van	Gdy	5350
Oshkosh MM	3250	156	S 36x5	S 36x10‡	Hin 400	4-4x5¼	25.6	L	PP	Non	Own	Zen	V	Bos	.....	D. B-L	B-L 51	A	4	The	Tim 6566	W	F	9.25	49.5	A	Shu	Mar	Ros	Bim	Fir	5300
Patriot 50	....	165	S 36x4	S 36x8	Her K	4-4¼x5¾	28.9	L	PC	Mon	Chi	Str	G	Bos	Non	D. B-L	B-L 35	U	4	Spi	Tim 6566	W	F	9.25	37.0	...	Tim 1540B	.....	Ros	.....	.....	4600
Sandow	....	185	S 34x7	S 34x7	Con 6B	6-3⅜x5	33.7	L	PC	Non	R-T	Str	G	Con	Dyn	D. Ful	Ful	U	4	Spi	She	W	½	7.8	23.6	A	She	She	Ros	Van	Gdy	4600
Sanford W6 20	....	185	S 34x7	S 34x7	Con 6B	6-3⅜x5	33.7	L	PC	Non	R-T	Str	G	Con	Dyn	D. Ful	Ful	A	4	Spi	She 21	W	½	8.75	42.0	A	She D370	She	Ros	Van	.....	6100
Sanford W4-25A	....	156	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	FP	Non	R-T	Str	G	Con	Dyn	D. Ful	Ful	A	4	Spi	She 21	W	½	8.75	42.0	A	She D370	She	Ros	Van	.....	6250
§Sanford W-4-25B	....	174	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	FP	Non	R-T	Str	G	Con	Dyn	D. Ful	Ful	A	4	Spi	She 21	W	½	8.75	42.0	A	She D370	She	Ros	Van	.....	6250

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Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size: Front (inches)	General: Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
2½ Ton—Cont'd																																
Schacht L	3600	156	S 36x4‡	S 36x8‡	Wis RCU	4-4½x6	32.4	L	PC	Pie	Own	Zen	G	Bos	Non	D. B-L	Own	A	4	Spi	Own	R	F	8.5	40.4	B	Own	She	Own	Day	.....	6400
Selden 44	....	157	S 36x4	S 36x8	Con K4	4-4⅛x5¼	27.2	L	FP	Pha	Lon	Str	G	Bos	Bos	D. B-L	B-L	U	4	Blo	Own	B	½	8.00	42.8	A	Tim	Det	Ros	Smi	.....	4740
Selden Unit 50	....	149°	S 36x4‡	DS36x8	Con K4	4-4⅛x5¼	27.2	L	FP	Pha	Lon	Str	G	Eis	Bos	D. B-L	B-L 51	A	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Det	Gem	Std	.....	5980
Service 61	....	164	S 36x4	S 36x10	Bud EBU-I	4-4¼x5½	28.9	L	PC	Non	Own	Str	V	Eis	Rem	P. B&B	B-L 51	A	4	Spi	Tim 6566	W	F	7.75	41.5	A	Tim 1544B	She	Ros	Int	.....	6126
Standard 2½-3½K	....	147°	S 36x4‡	S 36x8	Con K4	4-4⅛x5¼	27.2	L	FP	Sim	Lon	Str	G	Eis	Bos‡	B. B-L	B-L 35	A	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1542B	Amc	Gem	Day	.....	5400
Standard 2½-3½KS	....	147°	S 36x4‡	S 36x8	Con K4	4-4⅛x5¼	27.2	L	FP	Sim	Lon	Str	G	Eis	Bos‡	D. B-L	B-L 55	A	4	Spi	Tim 6566	W	F	9.25	49.4	A	Tim 1542B	Amc	Gem	Day	.....	5488
Sterling DW-12	....	142	S 36x4	S 36x7	Own V	4-4x5	25.6	L	PC	Wau	Own	Zen	V	Eis	.....	D. B-L	B-L 35	U	4	Spi	Tim	W	½	7.25	38.8	...	Tim	Mat	Ros	Hoo	.....	5100
Stewart 19	3200	165	S 36x4	S 36x8	Lyc	6-3⅝x5	31.5	L	PS	Non	G&O	Zen	V	Rem	Rem	D. Ful	Ful	U	4	Spi	Tim	W	F	7.25	43.2	A	Sal	Own	Gem	Cla	Fir	4600
Traffic	2700	140	S 36x4	S 36x8	Con S4	4-4¼x4½	28.9	L	PC	Pie	Own	Zen	G	Bos	Bos	D. Ful	Ful	U& A	8	U-M	Tim	W	F	8.25	.....	A	Tor	Det	Ros	Bim	.....	5600
Twin City BW	2975	163½	S 36x5‡	S 36x10‡	Own TW	4-4¼x6	28.9	H	PC	Own	Mod	Str	V	Bos	N-E‡	P. B&B	Ful G7	A	4	Spi	Cla 2D	I	D	8.00	38.4	...	Shu 550	Mat	Ros	Bim	Fir	5625
Union FLW&FW	....	155	S 36x5	S 36x10	Wis TAU	4-4x6	25.6	L	PC	Dup	G&O	Zen	G	Eis	L-N	D. Ful	Ful GU-14	U	4	U-P	Wal 25A	R	F	.....	37.7	...	She D370	Mat	Jac	Pru	Gdy	5900
Union F	....	155	S 36x5	S 36x10	Wis TAU	4-4x6	25.6	L	PC	Dup	G&O	Zen	G	Eis	L-N	D. Ful	Ful GU-14	U	4	U-P	Wis 88EF	W	.....	.....	.....	...	She D370	Mat	Jac	Smi	Gdy	5900
United 50	....	156	P 34x4	DS34x8	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	G	Eis	.....	D. B-L	B-L 35	U	4	Blo	Wis 66	R	½	7.75	41.5	A	Shu 510	Det	Han	Van	.....	4120
U. S. R.	2975	156°	S 36x4‡	DS36x4	Hin 400	4-4x5¼	25.6	L	PC	Hin	Own	Str	V	Spl	Bos‡	D. B-L	B-L 51	A	4	Blo	She W-21	W	½	8.70	46.5	A	Shu 510	She	Lav	Sch	.....	5500
Victor 70	2925	156	S 36x4‡	S 36x8‡	Her OX	4-4x5	25.6	L	PC	Pie	Per	Zen	G	Eis	.....	D. Ful	Ful GU12	U &A	8	U-M	Wis 88EF	R	F	8.66	200.0	A	Shu 5550	Det	Lav	Smi	.....	5800
Victor 60	2675	156	S 36x4‡	S 36x8‡	Her OX	4-4x5	25.6	L	PC	Pie	Per	Zen	G	Eis	.....	D. Ful	Ful GU12	U	4	U-M	Wis 88EF	R	F	8.66	41.6	A	Shu 5550	Det	Lav	Smi	.....	5400
Wachusett L	....	170	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Non	G&O	Zen	V	Bos	Bos	D. B-L	B-L 55	A	4	Har	Tim 6560	W	F	7.75	41.5	...	Tim 1542	Sav	Ros	Smi	Fir	5200
Ward La France 2B	....	170	S 36x4	DS36x4	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	Own	Str	G	Apo	A-L	D. B-L	B-L 51	A	4	Spi	Tim	W	F	7.25	38.8	A	Tim	Row	Ros	Hoo	.....	5900
White 51	3750	170	S 36x5‡	S 36x8‡	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own	U	4	Spi	Own	R	½	7.53	37.5	B	Own	.....	Own	.....	.....	5700
Wilcox ZT	3000	156	S 36x4	S 36x3½	Own CC	4-4¼x5	28.9	L	PC	Han	Lon	.....	G	Bos	Bos	D. B-L	Own 15	U	4	Spi	Tim 6566	W	F	9.25	49.5	B	Shu 550	Own	Ros	Cla	.....	5000
Winther 44	3200	161	S 34x5‡	S 34x7‡	Wis	4-4⅛x5	27.2	H	FP	Non	Own	Str	V	Bos	Bos	D. Ful	Ful	U	4	Pet	Cla	I	D	7.00	39.0	A	Col	Mat	Ros	Van	Fir	4375
Witt-Will S	3100	146	S 36x4‡	S 36x8	Con K4	4-4⅛x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	Bos	D. B-L	B-L 51	U	4	Spi	Tim 6566D	W	F	8.25	40.0	A	Tim 1544B	She	Ros	Arc	Non	5300
3 Ton																																
§Acme 60L	....	156	S 36x4‡	S 36x10‡	Con L4	4-4½x5½	32.4	L	FP	Mon	G&O	Zen	V	Bos	Bos	P. B&B	Cot R	A	4	Blo	Tim 656600D	W	F	8.50	42.0	A	Tim 1544B	Det	Ros	Int	.....	5050
Armleder 60	....	152°	S 36x5‡	S 36x10‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	Han	Own	Zen	V	Bos	Bos‡	D. B-L	B-L	A	4	Spi	Tim	W	F	10.5	56.2	A	Tim	She	Ros	Smi	Fir	5800
Armleder 60-6	....	158°	S 36x5‡	S 36x10‡	Bud BUS	6-4x5⅛	38.4	L	PC	Non	Own	Zen	V	Bos	.....	A-L	B-L	U	4	Spi	Tim	W	F	9.25	49.5	A	Tim	She	Ros	Smi	Fir	.....
Autocar H	....	114	S 34x5	S 36x8	Own H	4-4x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L-N*	P. Own	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Opt	Ros	Hoo	Hoo	5500
Autocar K	....	138	S 34x5	S 36x8	Own H	4-4x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L-N*	P. Own	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Opt	Ros	Hoo	.....	5600
Autocar KA	....	162	S 34x5	S 36x8	Own	4-4x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L-N*	P. Own	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Opt	Ros	Hoo	.....	5800
Autocar HPDS	....	114	S 34x5‡	S 36x10‡	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos	L-N*	P. Own	Own Y	A	4	Spi	Own M	R	F	8.72	63.6	A	Own J	Del	Ros	Hoo	.....	6000
Brockway K	....	153	S 36x4	S 36x8‡	Con K4	4-4⅛x5¼	27.2	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 35	A	7	Spi	Tim 6566	W	F	7.75	.....	A	Tim 1542	She	Ros	Day	Non	5260
Brockway K16	....	154⅜	S 36x4	S 36x8‡	Con K4	4-4⅛x5¼	27.2	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 55	A	7	Spi	Tim 6566	W	F	7.75	.....	A	Tim 1542	She	Ros	Day	Non	5260
Brockway KR	....	156	S 36x4	S 36x8‡	Con L4	4-4½x5½	32.4	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 55	A	7	Spi	Tim 6566	W	F	7.75	.....	A	Tim 1542	She	Ros	Day	Non	5760
Brockway KHB	....	163	S 36x4	P 36x8	Wis HB	6-3¾x5	33.7	H	FP	Non	Bus	Zen	V	Eis	L-N	D. B-L	B-L 55	A	7	Spi	Tim 6566	W	F	7.75	.....	A	Tim 1542	She	Ros	Day	Non	2605
Buck 64	....	163°	S 36x5‡	S 36x10‡	Con L4	4-4½x5½	32.4	L	PC	Pie	Own	Zen	V	Bos	Bos	D. B-L	B-L 55	A	7	Spi	Tim 6566	W	F	9.25	87.8	A	Tim 1544	Mat	Ros	Smi	Fir	6100
Buck 66	....	163°	S 36x5‡	S 36x10‡	Con 6B	6-3¾x5	33.8	L	PC	Non	Own	Zen	V	Bos	Bos	D. B-L	B-L 55	A	7	Spi	Tim 6566	W	F	9.25	87.8	A	Tim 1644B	Mat	Ros	Smi	Fir	6100
§Clinton 65	....	184	S 34x5‡	DS34x5‡	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Bos	Bos*	D. B-L	B-L 55	A	4	Blo	Tim 6566	W	F	8.50	45.5	A	Tim 1544B	Per	Ros	StM	.....	5925
Commerce 26	....	144°	P 36x6	P 40x8	Con 6B	6-3¾x5	33.7	L	PC	Non	Per	Zen	V	Bos	Bos	D. B-L	B-L	A	4	Blo	Tim 6566	W	F	7.75	41.4	A	Tim 1526	Bea	Ros	Smi	Fir	5600
Concord	....	150°	P 36x6	P 36x10	Bud EBU	4-4¼x5½	28.9	L	PC	Pie	Own	Zen	V	Eis	Opt	D. B-L	B-L 51	U	4	Blo	Tim 6570S	W	F	9.25	49.38	B	Tim 1544B	She	Ros	Arc	Fir	5800
Corbitt R	....	160	S 36x4‡	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Sim	McC	Str	V	Eis	Bos‡	D. B-L	B-L 51	U	4	Spi	Tim 65660D	W	½	10.3	55.1	A	Tim 1544B	She	Ros	Smi	.....	6160
Day-Elder J	....	156	S 36x5‡	S 36x10‡	Bud EBU	4-4¼x5½	28.9	L	PC	Mon	Bus	Zen	V	Eis	Bos‡	D. B-L	B-L 51	U	4	Spi	Tim 6566	W	F	9.25	49.5	A	Tim 1544	I.C.	Gem	Van	Fir	6500
Defiance H2	....	160	S 36x4	S 36x8	Con K4	4-4⅛x5¼	27.2	L	PC	Mon	Chi	Zen	V	Bos	Bos	D. Ful	Ful GU12	U	4	Spi	Wis 88E	R	½	9.50	45.6	A	Tim	Det	Lav	StM	.....	5140
Defiance HL2	....	175	S 36x4	S 36x8	Con K4	4-4⅛x5¼	27.2	L	PC	Mon	Chi	Zen	V	Bos	Bos	D. Ful	Ful GU12	U	4	Spi	Wis 88E	R	½	9.50	45.6	A	Tim	Det	Lav	StM	.....	5340
Defiance H3	....	135	S 36x5	S 36x10	Con K4	4-4⅛x5¼	27.2	L	PC	Mon	Chi	Zen	V	Bos	Bos	D. Ful	Ful GU12	U	4	Spi	Wis 120FG	R	½	9.50	45.6	A	Tim	Det	Lav	Smi	.....	5200
Denby 35	....	155	S 36x4	S 36x8	Con K4	4-4⅛x5¼	27.2	L	PC	.....	Lon	Zen	G	Eis	.....	D. Ful	Ful	A	4	U-P	Cla	I	D	8.15	45.3	...	Con	Det	Ros	Smi	.....	5090
Dixon	3700	158	S 36x5	S 36x10	Her	4-4¾x5¾	36.1	L	FP	Pie	G&O	Zen	V	Bos	Bos	D. Ful	Ful GU14	U	4	Spi	Tim	U	F	9.25	.....	...	Shu 610	.....	Ros	Day	.....	6300
Double Drive TT	4000	144	S 36x6‡	S 36x6‡	Bud ETU	4-4¼x5½	28.9	L	PC	Pie	Lon	Zen	V	Spl	Opt	D. Det	Own D. T. P	A	4	Own	Own D.T.P.	W	½	8.50	39.5	B	Own FTT	Tut	Ros	Std	.....	6250
Douglas	....	156°	S 36x5‡	S 36x10‡	Bud EBU-I	4-4½x5½	32.4	L	PC	Opt	Chi	Sch	V	Eis	Opt	D. Ful	Ful GU14	U	4	Blo	Wis 9890	W	F	8.66	41.59	A	Shu 550	Tem	Ros	Smi	Non	6500
Douglas	....	168°	P 38x7	DP38x7	Bud BUS	6-4x5⅛	38.4	L	PC	Opt	Chi	Sch	V	Eis	Opt	D. Ful	Ful GU14	U& A	8	Blo	Wis 88EF	R	F	6.16	50.3	A	Shu 550	Tem	Ros	Van	Fir	6800
Duplex AC	....	165	S 34x5‡	DS36x8‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	Opt	Mod	Zen	V	Eis	Opt	D. B-L	B-L 51	U	4	Pet	Tim	W	F	7.75	45.4	A	Shu	.....	Ros	Mot	Fir	5500
Eagle 105	....	130°	S 34x5‡	S 34x8‡	Bud KTU	4-4x5¼	25.6	L	PC	Opt	Own	Zen	G	Eis	.....	D. Cov	Cov RUP4C	U	4	Pet	Wis 88EF	R	F	8.8	31.8	A	Col 7000	Cha	Ros	Bim	Fir	5000
Fageol 340	4200	172	S 36x5	DS36x5	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Bos	Bos	D. B-L	B-L 51 & 60	U	4	Spi	Tim 6570	W	F	7.75	41.4	A	Tim 1544B	Mat	Ros	Van	.....	7000
Fageol 360	4887	172	P 36x6	DP36x6	HaS	4-4¼x5½	28.9	H	PC	H-S	Lon	Zen	V	Del	Del	D. B-L	B-L 51 & 60	U	4	Spi	Tim 6570	W	F	5.60	59.5	A	Tim 1544B	Mat	Ros	Bud	.....	6500
Federal 1B6	....	190	P 32x6	DP32x6	Con 6B	6-3¾x5	33.7	L	PC	Non	Mod	Zen	V	Eis	Rem	P. B&B	Det R400	A	4	Spi	Tim 6566	W	F	6.75	.....	A	Own	Mat	Gem	Smi	Fir	5400
Gary Oil Field	3750	150	P 36x6	P 40x8	Bud YBU-I	4-4½x6	32.4	L	PC	McC	Chi	Str	V	Eis	.....	D. B-L	B-L	A	4	Spi	Tim	W	F	8.50	41.0	A	Tim	Mer	Ros	Day	.....	5680
Gary Oil Field	4250	160	P 36x6	P 40x8	Bud Bus	6-4x5½	38.4	L	PC	McC	Chi	Str	V	Eis	.....	D. Ful	Ful	A	4	Blo	Tim 6566	W	F	8.50	41.0	A	Tim	Mer	Ros	Day	.....	5850
Gotfredson 60	....	152½	S 36x5‡	S 36x12‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	Pie	McC	Zen	V	RBo	Rem	D. B-L	B-L 51	A	4	Spi	Tim 6570SP	W	F	9.25	49.4	B	Tim 1526	Det	Ros	Day	Fir	6325
Gotfredson 66	....	166⅛	S 36x5‡	S 36x12‡	Bud BU-I	6-4x5⅛	38.4	L	PC	Pie	McC	Zen	V	RBo	Rem	D. B-L	B-L 55 Max	A	7	Spi	Tim 6570SP	W	F	9.25	49.4	B	Tim 1526	Det	Ros	Day	Fir	6800
Gramm-Bernstein 30	....	150	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful G7	A	8	Own	She	W	½	7.75	63.7	B	She	Per	Ros	Smi	Fir	6560
Gramm-Kincaid 648O	....	152°	S 36x5‡	S 36x8‡	Her L	4-4½x5¾	32.4	L	FP	Pie	Own	Zen	V	RBo	A-L	D. Ful	Ful H	A	8	Thei	Wis 88EF	R	F	5.50	100.5	B	Wis 30	Mat	Ros	Smi	Non	7100
Gramm-Kincaid 6680	....	152°	S 36x5‡	S 36x8‡	Con 6B	6-3¾x5	33.7	L	FP	Pie	Own	Zen	V	RBo	A-L	D. Ful	Ful H	A	8	Thei	Wis 88EF	R	F	5.50	100.5	B	Wis 30	Mat	Ros	Smi	Non	7100
Guilder H	....	160	S 36x5	DS36x5‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	Pie	G&O	Zen	G	Eis	Bos	D. B-L	B-L 51	U	4	M-E	Wis 88EF	W	F	7.75	42.0	...	Shu 5550	Mer	Ros	Van	Non	5600
Hahn L	3600	146°	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Pha	Chi	Str	G	Bos	Del	D. B-L	B-L	U	4	Spi	Tim 6570D	W	F	8.5	.....	A	Tim 1544	Mat	Ros	Opt	Opt	5900
Indiana 26	....	162	S 36x4	S 36x8	Her L	4-4½x5¾	32.4	L	PC	Pie	McC	Str	V	Eis	A-L†	P. B&B	B-L 55	A	7	Sne	She 21	W	½	8.75	80.3	A	She D-370	Bea	Ros	.....	.....	6500
Int. Harvester 63	....	140	S 36x5‡	S 36x8‡	Own 63	4-4¼x5	28.9	H	SP	Own	Own	Own	G	RBo	Rem‡	D. Own	Own 63	U	4	Own	Own 63	I	D	9.00	53.1	B	Own 63	.....	Own	Own	.....	5660
Kenworth K-S	3750	160	S 36x5	S 36x8	Bud EBU	4-4¼x5½	28.9	L	PC	Non	Own	Zen	V	RBo	Rem	D. B-L	B-L 51	U	4	Spi	She W-21	W	½	7.75	46.8	A	She D-370	Lah	Ros	Smi	.....	6300
King Zeitler 60	....	156°	S 36x5‡	S 36x8	Con K4	4-4⅛x5¼	27.2	L	FP	Pha	Chi	Str	G	Eis	Bos‡	D. B-L	B-L 51	A	4	Pic	Tim 6570	W	F	9.25	49.5	A	Tim 1544B	Tut	Ros	StM	.....	5400
Kleiber	4100	163	S 36x5	DS36x5‡	Con L4	4-4½x5½	32.4	L	FP	Non	R-T	Str	V	RBo	Bos	D. B-L	B-L 60	.....	4	.....	Tim 6570 D	.....	.....	.....	.....	.....	Tim 1544 B	Bet	Ros	Smi	.....	.....
Kleiber Spec	4350	163	S 36x5	S 36x12	Bud BUS	6-4x5⅛	38.4	L	PC	Non	R-T	Str	V	RBo	Bos	D. B-L	B-L 60	.....	4	.....	Tim 6570D	.....	.....	.....	.....	.....	Tim 1544B	Bet	Ros	Smi	.....	.....
Lange H	4200	156	S 36x5	S 36x10	Con 6B	6-3¾x5	3.8	L	K-P	Non	Own	Str	V	Apo	Non	D. B-L	B-L 55	U	4	Pet	Tim 6570 D	W	F	10.5	49.5	A	Tim 1544B	SP	Ros	Hoo	Opt	6850
Lange E	3800	149½	S 36x4‡	S 36x8‡	Con K4	4-4½x5¾	27.2	L	FP	Non	Own	Str	V	Apo	Non	D. B-L	B-L 51	A	4	Pet	Tim 6570D	W	F	10.5	49.5	A	Tim 1544B	SP	Ros	Hoo	Opt	6850

Kleiber	4100	163	S 36x5	DS36x5‡	Con L4	4-4½x5½	32.4	L	FP	Non	R-T	Str	V	RBo	Bos	D. B-L	B-L 60		4		Tim 6570 D															
Kleiber Spec	4350	163	S 36x5	S 36x12	Bud BUS	6-4x5⅛	38.4	L	PC	Non	R-T	Str	V	RBo	Bos	D. B-L	B-L 60		4		Tim 6570D															

Lange H	4200	156	S 36x5	S 36x10	Con 6B	6-3⅝x5	3.8	L	K-P	Non	Own	Str	V	Apo	Non	D. B-L	B-L 55	U	4	Pet	Tim 6570 D	W	F	10.5	49.5	A	Tim 1544B	SP	Ros	Hoo	Opt	6850
Lange E	3800	149½	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Non	Own	Str	V	Apo	Non	D. B-L	B-L 51	A	4	Pet	Tim 6570D	W	F	10.5	49.5	A	Tim 1544B	SP	Ros	Hoo	Opt	6850
Maccar 64	....	166	S 36x5	S 36x10	Wis UAU	4-4¼x6	28.9	L	PC	Pie	Own	Zen	V	Rem	Rem	D. B-L	B-L 55	A	4	Spi	Tim 6570	W	F	8.5	45.4	A	Shu 5550	Row	Ros	Day	.....	6500
Maccar 66	....	166	S 36x5	S 36x10	Bud BUS	6-4x5½	38.4	L	PC	Non	Own	Zen	V	Rem	Rem	D. B-L	B-L 55	A	4	Spi	Tim 6570	W	F	8.5	45 4	A	Shu 5550	Row	Ros	Day	.....	6650
Master 45	....	154°	S 36x5	S 36x10	Jackson	4-4¼x6⅝	28.9	..	FP	.....	.....	Str	..	Spl	.....	D. Ful	Ful G	A	4	Spi	Tim 65660D	W	..	.....	.....	A	Tim 1544B	.....	Ros	.....	.....	.....
National T	....	152	S 36x5‡	S 36x10‡	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	Bus	Zen	G	Bos	Non	O. H-S	B-L 51	A	4	Spi	Tim 6566	W	F	8.5	45.5	A	Tim 1544B	Mat	Ros	Van	.....	6200
National 40	4350	169	P 36x6	P 36x10	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	McK	Zen	G	Bos	Bos	O. H-S	B-L 51	A	4	Spi	Tim 6570	W	F	8.5	45.5	A	Tim 1544B	Mat	Ros	Van	Fir	6200
National 41	4500	179	P 36x6	P 36x10	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	McK	Zen	G	Bos	Bos	O. H-S	B-L 51	A	4	Spi	Tim 6570	W	F	8.5	45.5	A	Tim 1544B	Mat	Ros	Van	Fir	6300
Netco C	3900	169°	S 36x5‡	S 36x10‡	Her L	4-4½x5¾	32.4	L	PC	Opt	Bus	Zen	V	Bos	Bos	D. B-L	B-L 55 Max	A	7	Pet	Tim 6570	W	F	8.5	45.4	A	Tim 1544B	Mat	Ros	Smi	.....	6800
Noble D-52	3500	162°	S 36x5	S 36x10	Bud ETU	4-4¼x5½	28.9	L	PC	McC	Chi	Str	V	Spl	Bos	D. Ful	Ful	A	8	Blo	She W21	W	½	8.75	96.2	A	She 370	Tut	Lav	Bim	Non	5800
Oshkosh H	4175	146	S 36x6	S 36x8	Her L	4-4½x5¾	32.4	L	FP	Pie	Own	Zen	V	Spl	.....	D. B-L	B-L 51	U	4	Blo	Own H	R	F	9.25	49.5	B	Own H	Tut	Han	StM	Gdy	6975
Oshkosh HH	4275	165	S 36x6‡	S 36x8‡	Her L	4-4½x5¾	32.4	L	FP	Pie	Own	Zen	V	Spl	.....	D. B-L	B-L 51	U	4	Blo	Own H	R	F	9.25	49.5	B	Own H	Tut	Han	StM	Gdy	7085
Patriot 55	....	156	S 36x5	S 36x10	Hin 200	4-4½x5½	32.4	L	FP	Non	Own	Zen	V	Bos	.....	D. B-L	B-L 51	A	4	The	Tim 6566	W	F	9.25	49.5	A	Shu	Mar	Ros	Bim	Fir	5500
Patriot 55X	....	156	S 36x5	S 36x10	Hin 200	4-4½x5½	32.4	L	FP	Non	Own	Zen	V	Bos	.....	D. B-L	B-L 55	A	7	The	Tim 6566	W	F	8.50	80.7	A	Shu	Mar	Ros	Bim	Fir	5600
Pierce-Arrow XB	3750	150	S 36x5‡	DS36x5‡	Own XB	4-4x5½	25.6	T	FP	Own	Own	Str	P	Del	Del	D. Own	Own XB	A	4	Spi	Own XB	W	½	9.25	48.1	A	Own XB	S P	Own	Bet	Opt	6280
§Rehberger B-1	....	192	P 36x6	DS36x6‡	Bud YBU	4-4½x6	32.4	L	PC	.....	Bus	Zen	G	RBo	Bos	D. B-L	B-L 55	U	4	Spi	Tim 6566	W	F	6.75	36.1	A	Shu 5550B	Del	Gem	Bud	Fir	6510
§Rehberger B-2	....	192	P 36x6	DS36x6‡	Bud BUS	6-4x5⅛	38.4	L	PC	.....	Bus	Zen	V	RBo	Bos	D. B-L	B-L 55	U	4	Spi	Tim 6566	W	F	6.75	36.1	A	Shu 5550B	Del	Gem	Bud	Fir	6470
Rehberger B	....	162	S 36x5	S 36x10	Bud YBU	4-4½x6	32.4	L	PC	K-P	Bus	Zen	G	RBo	Bos‡	D. B-L	B-L 51	U	4	Spi	Tim 6566	W	F	8.5	45.5	A	Tim 1544B	Del	Gem	Van	Fir	6460
Republic 25	....	165°	S 36x5	S 36x10	Con K4	4-4⅛x5¼	27.2	L	FP	Pha	Own	Str	V	Bos	Bos‡	D. Ful	Ful	U	4	U-M	Eat	I	D	8.40	40.3	B	Eat	Mat	Jac	Van	Fir	5400
Republic 25W	....	165°	S 36x5	S 36x10	Wau FU	4-4x5¾	25.6	L	PC	Wau	Own	Str	V	Bos	Bos‡	D. Ful	Ful	U	4	U-M	Eat	I	D	8.40	40.3	B	Eat	Mat	Jac	Van	Fir	5400
Ruggles 40-H	....	148	S 36x4‡	S 36x8	Her O	4-4x5	25.6	L	PC	Non	Per	Zen	G	Bos	Rem‡	D. B-L	B-L 35	U	4	Spi	Wis 8800	R	F	7.85	42.0	A	Shu 5550	Det	Jac	Nor	Fir	4850
Ruggles 4OHRB	....	115	S 36x5‡	S 36x10	Her O	4-4x5	25.6	L	PC	Non	Per	Zen	G	Bos	Rem‡	D. B-L	B-L 35	U	4	Spi	Wis 8800	R	F	7.85	42.0	A	Shu 5550	Det	Jac	Nor	Fir	4700
§Schacht L	4000	156	S 36x5	S 36x12	Wis RCU	4-4½x6	32.4	L	PC	Pie	Own	Zen	G	Bos	Non	D. B-L	Own	A	4	Spi	Own	R	F	10.4	49 4	B	Own	She	Own	Day	.....	7500
Selden Roadmaster	....	154°	P 32x6	DS36x8‡	Con 6B	6-3¾x5	33.7	L	FP	Non	Own	Str	V	Bos	Bos	D. B-L	B-L 35	U	4	.....	Cla 720	B	½	Opt	Opt	A	Tim 1452	.....	Ros	Van	Fir	4740
§Selden Unit 53	....	154°	S 36x4	DS36x4	Con L4	4-4½x5½	32.4	L	FP	Pha	Lon	Str	G	Eis	Bos	D. B-L	B-L 51	A	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Det	Gem	Std	Opt	6220
Traffic 6000	2295	135	S 36x4‡	S 36x7‡	Con S4	4-4¼x5½	28.9	L	PS	.....	Own	Zen	G	Bos	Bos‡	D. Cov	Cov MUN	U	3	.....	Rus 60001	I	D	8.80	32.2	A	Own	Det	Own	Opt	Fir	....
Traylor D	3400	150	S 36x4‡	S 36x8	Bud ETU	4-4¼x5½	28.9	L	PC	Pie	G&O	Zen	G	Spl	Wes†	D. M-E	Own D-4-U	U	4	M-E	She W-21	W	½	7.75	37.0	A	She D-343	Mer	Ros	Sch	.....	5850
Winther 54	3800	152	S 36x5‡	DS36x4	Wis	4-4¼x6	28.9	L	FP	Sim	Own	Str	V	Bos	Bos	P. B&B	B-L	A	4	Pet	Cla	I	D	8.00	44.0	A	Tim	Mat	Ros	Own	Fir	5700
Winther 454	4500	152	S 36x5‡	DS36x5	Wis	4-4¼x6	28.9	L	FP	Sim	Own	Str	V	Bos	Bos	P. B&B	B-L	U	4	Pet	Cla	I	D	8.00	44.0	B	Own	Mat	Ros	Own	Fir	6400
Witt-Will 8S	3400	168°	S 36x4‡	S 36x10	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	Bos	D. B-L	B-L 51	U	4	Spi	Tim 6570D	W	F	9.25	40.0	A	Tim 1544B	She	Ros	Arc	Non	5700
3½ Ton																																			
American La France Y	4950	Opt	S 36x6	DS36x6	Own 3R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos	Bos‡	D. Own	Own 3R	A	4	Own	Own 3R	W	F	8.75	47.6	B	Own 3R	Mer	.....	Day	Non	8600
Atterbury 22D	....	174°	S 36x5	DS36x6	Con L4	4-4½x5½	32.4	L	FP	Pie	Own	Zen	V	Bos	Bos	D. B-L	B-L 55 Max	A	7	Spi	Tim 6666	W	F	8.75	83.1	A	Tim 1632B	S.P	Gem	Arc	Non	7500
Autocar HS	....	114	S 34x5	S 36x10	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos	L-N*	P. Own	Own Y	A	4	Spi	Own M	R	F	8.72	63.6	A	Own J	Del	Ros	Hoo	.....	6000
Autocar KS	....	138	S 34x5	S 36x10	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos	L-N*	P. Own	Own Y	A	4	Spi	Own M	R	F	8.72	63.6	A	Own J	Del	Ros	Hoo	.....	6100
Autocar KAS	....	162	S 34x5	S 36x10	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos	L-N*	P. Own	Own Y	A	4	Spi	Own M	R	F	8.72	63.6	A	Own J	Del	Ros	Hoo	.....	6300
Bethlehem M	3795	168	S 36x5	S 36x6	Own H	4-4x5¼	25.6	L	FP	Pie	Bus	Zen	V	Bos	G&D	D. Ful	Ful GU15	U	4	Spi	Wis 120FG	R	½	10.4	49.9	A	She D-370	Mat	Lav	Smi	.....	6300
Bethlehem CS	4425	145	S 36x6	S 36x6	Own H	4-4x5¼	25.6	L	FP	Pie	Bus	Zen	V	Bos	G&D	D. B-L	B-L 55	A	7	Spi	Wis 120FG	R	½	10.4	98.0	A	She D370	Mat	Lav	Smi	Non	6800
Biederman	....	180°	S 36x6	S 36x12	Con 6B	6-3¾x5	33.7	L	PC	Han	Own	Zen	G	Del	Del	D. B-L	B-L 51	U	4	Spi	Tim	W	F	9.5	52.0	A	Shu	Mat	Ros	Bet	Non	7000
Chicago 35	....	183°	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 55	A	4	Pet	Tim 7666	R	F	9.15	48 95	A	Tim 1632	Mat	Gem	Smi	Non	7320
Chicago 35	....	183	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 55	A	4	Pet	Tim 6666	W	F	10.3	56.1	A	Tim 1632	Mat	Gem	Smi	Non	7320
Commerce "Relay" 30	....	156	P 36x6°	S 40x12	Con 6B	6-3¾x5	33.7	L	PC	Non	Per	Zen	V	Bos	Bos	D. Cov	Cov SH	A	4	Blo	Relay	..	..	9.28	51.5	B	Tim 1526	Bea	Ros	Smi	Fir	7065
Diamond T K2	....	170	S 36x5	S 36x5	Her LA	4-4½x5¾	32.4	L	FP	Pie	G&O	Str	V	Apo	A-L	D. Cov	Cov SB	A	4	Spi	Tim 6666	W	F	8.75	44.36	A	Tim 1632B	Mat	Ros	Smi	Non	7900
Dixon A	4070	160	S 36x5	S 36x10	Her	4-4¾x5¾	36.1	L	FP	Pie	G&O	Zen	G	Bos	Non	D. Ful	Ful HU	A	8	Har	Tim 6666	W	F	Opt	Opt	A	Tim 1630B	S.P	Ros	Smi	Non	7300
Duplex E	....	130	S 36x8‡	S 36x8	Bud EBU-I	4-4¼x5½	28.9	L	PC	.....	Lon	Zen	V	Eis	Opt	D. B-L	B-L 50	U	4	Pet	Own E	I	..	8.00	64.0	B	Own E	.....	Woh	Mot	Fir	6000
Gary Y35	4250	162	S 36x5	S 40x12	Bud YBU-I	4-4½x6	32.4	L	PC	.....	Chi	Str	V	Eis	.....	D. Ful	Ful	A	4	Spi	Tim 6666	W	F	10.3	50.0	A	Tim 1632B	Mar	Ros	Day	Non	8100
G.M.C. K-72A	....	160	S 36x5	S 40x12	Own	4-4½x6½	32.4	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own 72A	A	7	Own	Tim 6666	W	F	8.75	75.4	...	Tim 1632B	Det	Own	Day	Non	8148
G.M.C. K-72B	....	184	S 36x5	S 40x12	Own	4-4½x6½	32.4	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own 72	A	7	Own	Tim 6666	W	F	8.75	75.4	...	Tim 1632B	Det	Own	Day	Non	8280
Grass Premier 90	3900	160°	S 36x5	S 36x5	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Chi	Str	V	Bos	Bos	D. B-L	B-L 55	A	7	Spi	Tim 6666	W	F	8.75	75.0	B	Con	Det	Ros	Bim	Fir	6200
Harvey WHB	4250	160°	S 36x6‡	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	McC	Own	Str	G	Eis	Non	D. Ful	B-L 60	A	4	Spi	She W-32	W	½	10.25	54.8	A	She 4FA20	Bea	Ros	Smi	.....	8950
Kearns T	....	160°	S 36x5	DS36x5‡	Wis VAU	4-4½x6	32.4	..	SP	.....	Own	Zen	..	.....	.....	D. Ful	Ful	A	4	.....	She	W	½	.....	.....	A	She	.....	Ros	.....	.....	7850
Kelly Springfield KS35	3900	155	S 36x5‡	S 36x12‡	Con L4	4-4½x5½	32.4	L	FP	Pie	Own	Zen	G	Eis	Del	P. B&B	B-L 55 Max	A	7	Pet	Own	W	½	7.6	72.0	A	Own	Mat	Ros	Smi	.....	6700
King Zeitler 75	....	156°	S 36x6‡	S 40x12‡	Con L4	4-4½x5½	32.4	L	FP	Pha	Chi	Str	G	Eis	Bos‡	D. B-L	B-L 55 Max	A	4	Pic	Tim 6666	W	F	10.3	55.2	A	Tim 1632B	Tut	Gem	StM	Fir	7200
Kleiber	4850	170	S 36x5‡	DS36x6‡	Con B5	4-4¾x6	36.0	L	FP	Non	R-T	Str	V	RBo	Bos‡	D. B-L	B-L 60	A	4	Spi	Tim6666	W	F	8.75	46.8	A	Tim 1632B	Bet	Ros	Smi	.....	7600
Lange F	4650	168°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	K-P	Own	Str	V	Apo	Non	D. B-L	B-L 55	A	4	Pet	Tim 6666	W	F	9.50	50.8	A	Tim 1632B	S.P	Ros	Hoo	Opt	8100
Larrabee L-6	....	192	S 36x5‡	S 36x10‡	Con B5	4-4¾x6	36.0	L	FP	Pha	R-T	Zen	G	Bos	Bos‡	D. B-L	B-L 60	A	7	Spi	She W-32	W	½	8.75	55.0	A	She 4FA20	She	Ros	Smi	Non	9820
LeMoon GP4	....	Opt	S 36x5	S 36x5	Con L4	4-4½x5½	32.4	L	FP	Pha	Chi	Str	G	Bos	Bos‡	D. B-L	B-L 55	U	4	Own	Tim 6666	W	F	8.75	42.0	A	Tim 1630B	Tut	Ros	StM	Non	6000
Luedinghaus	....	160°	S 36x6‡	S 36x6‡	Wau DU	4-4½x6¼	32.4	L	PC	.....	Own	Zen	G	Spl	Dyn ‡	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	10.33	.....	A	Shu 610	.....	Ros	Bim	.....	7760
Mack AC	....	156°	S 36x5	DS40x5‡	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	*7.54	48.4*	D	Own AC	Mer	Own	.....	.....	.....
Master 51	....	158°	S 36x5	S 40x12	Bud YBU-I	4-4½x6	32.4	..	FP	.....	.....	Str	..	Spl	.....	D. Ful	Ful H	A	10	.....	Tim 6666	W	..	.....	.....	A	Tim 1630B	.....	Ros	.....	.....	8400
Master 55	....	158°	S 36x5	S 40x12	Jackson	4-4¼x6⅝	28.9	..	FP	.....	.....	Str	..	Spl	.....	D. Ful	Ful H	A	10	.....	Tim 6666	W	..	.....	.....	A	Tim 1630B	.....	Ros	.....	.....	8400
National 50	....	169	P 36x6	P 36x12	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	McK	Zen	G	Bos	Bos	O. H-S	B-L 55	A	7	Spi	Tim 6570	W	F	8.58	.....	A	Tim 1544B	Mat	Ros	Van	Fir	7000
National 51	....	179	P 36x6	P 36x12	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	McK	Zen	G	Bos	Bos	O. H-S	B-L 55	A	7	Spi	Tim 6570	W	F	8.58	.....	A	Tim 1544B	Mat	Ros	Van	Fir	7400
Noble E-71	3995	164°	S 36x5‡	S 36x12‡	Bud YTU	4-4½x6	32.4	L	PC	Pie	Chi	Str	V	Spl	Bos	D. Ful	W-G T53	A	4	Blo	She W-30	W	½	8.75	44.0	A	She 4FA20	Tut	Lav	Bim	Fir	7250
O. K	3975	164	S 36x5	S 36x10	Bud YTU	4-4½x6	32.4	L	PC	Pie	R-T	Zen	V	Eis	Non	D. Ful	Ful H	A	4	Har	Tim 6666	W	F	.....	.....	A	Shu 610	Tem	Ros	Bim	Gdy	6550
Sandow M	....	175	S 36x5	S 36x12	Her L	4-4½x5¾	32.4	L	PC	Mon	Chi	Str	G	Bos	Non	D. B-L	B-L 51	A	4	Spi	Tim 6666	W	F	10.2	41.2	A	Tim 1632B	.....	Ros	.....	.....	6800
Sanford W-4-35A	....	174	S 36x6	S 36x12	Con B7	4-5x6	40.0	L	FP	Non	R-T	Str	G	Con	Dyn	D. Ful	Ful	A	4	Spi	She 82	W	½	10 25	64.6	A	She 4FA20	She	Ros	Van	.....	8200
Sanford W4-35CS	....	156	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	Non	R-T	Str	G	Con	Dyn	D. Ful	Ful 2S	A	4	Spi	She 32	W	½	10.25	109.7	A	She 4FA20	She	Ros	Van	.....	8350
Schacht L	4000	156	S 36x5	S 36x12	Wis RCU	4-4½x6	32.4	L	PC	Pie	Own	Zen	G	Bos	.....	D. B-L	Own	A	8	Spi	Own	R	F	10.4	49.4	B	Own	She	Own	Day	.....	7500
Selden Unit 70	....	165°	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	FP	Pha	Lon	Str	G	Eis	Bos	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	55.1	A	Tim 1650B	Per	Gem	Std	.....	7200
Service 81	....	173	S 36x5	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Non	Own	Str	V	Eis	Rem	D. B-L	B-L 60	A	7	Spi	Tim 6666	W	F	7.8	74.0	A	Tim 1632	She	Ros	Int	.....	8030
Standard 3½-5 K	....	160°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Sim	Lon	Str	V	Eis	Bos‡	D. B-L	B-L 55	A	7	Spi	Tim 6666	W	F	6.80	83.1	A	Tim 1630B	Amc	Gem	Day	Non	7435
Standard 3½-5KS	....	160°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Sim	Lon	Str	V	Eis	Bos‡	D. B-L	B-L 60	A	7	Spi	Tim 6666	W	F	6.80	83.1	A	Tim 1630B	Amc	Gem	Day	Non	7519
Sterling DW14	....	160°	S 36x4	S 36x8	Own CU	4-4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Eis	.....	D. B-L	B-L 51‡	U	4	Spi	Tim	W	F	7.2	38.8	A	Tim	Mat	Ros	Hoo	.....	5500
Stewart 10-X	3895	165	S 36x5‡	S 36x10	Bud YTU	4-4½x6	32.4	L	PC	Pie	Bus	Zen	V	Eis	Eis	D. Ful	Ful GU-6	U	3	Spi	Cla 3-D	I	D	10.0	48.0	B	Col 8503	Det	Ros	Cla	Fir	6600
Traffic	3000	140	S 36x4	S 40x10	Con S4	4-4½x4½	32.4	L	PC	Pie	Own	Zen	V	Bos	Bos	D. Ful	Ful	U&A	8	.....	Tim	W	F	8.75	.....	A	Tor	Det	Ros	Bim	.....	6120
Twin City AW	3750	168	S 36x6‡	S 40x12‡	Own TW	4-4¼x6	28.9	H	PC	Own	Mod	Str	V	Bos	N-E	P. B&B	Ful H	A	4	Spi	Tim 6666	W	F	10.3	61.9	A	Tim 1630B	Mat	Ros	Smi	Fir	7200
United 70	....	155	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	Per	Str	G	Eis	.....	D. B-L	B-L 55	A	4	Blo	Wis 88EF	R	F	9.4	.....	A	Shu	Det	Han	Van	.....	....
U. S. S	3650	168°	S 36x5	DS36x5	Hin 200	4-4½x5½	32.4	L	PC	Hin	Own	Str	V	Spl	Bos‡	D. B-L	B-L 55	A	4	Blo	She W-32	W	½	10.2	54.8	A	She 4FA20	She	Lav	Sch	Non	7100
Victor 80	3725	160	S 36x5‡	DS36x10	Con L4	4-4½x5½	32.4	L	FP	Pie	Per	Zen	G	Eis	.....	D. Ful	Ful GU14	U&A	8	U-M	Wis 120BG	R	½	9.5	218.88	A	Shu 610	Det	Lav	Smi	.....	7000
Ward La France 4B	....	172	S 36x5	DS36x5	Wau DU	4-4½x6¼	32.4	L	DC	Wau	Own	Str	G	Bos	A-L	D. B-L	B-L 55	A	4	Spi	Tim	W	F	7.25	38.8	A	Tim	Row	Ros	Hoo	.....	6800
White 40A	4350	174°	S 36x5‡	DS40x5	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own	U	4	Spi	Own	R	F	11.7	58.3	B	Own	.....	Own	.....	Non	7130
Wilcox E	3950	147	S 36x5	DS36x5	Bud YTU	4-4½x6	32.4	L	PC	Han	Own	Zen	G	Bos	Bos	D. B-L	B-L 55	U	4	Spi	Wal 5A	R	½	10.0	55.2	B	She 4FA20	Own	Ros	.....	Non	6600
Witt-Will L	4200	156°	S 36x5	S 40x10	Con L4	4-4½x5½	32.4	L	FP	Pie	Own	Zen	V	Eis	Bos	D. B-L	B-L	. .	7	Spi	Tim	W	F	Opt	.....	A	Tim	She	Ros	Smi	.....	7750

Trade Name and Model	General				Engine								Electrical System		Clutch	Gearset			Rear Axle			Gear Ratios			Front Axle Make and Model					
	Chassis Price	Standard Wheelbase (inches)	Tire Size: Front (inches)	Tire Size: Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low	Brakes, Location		Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
4 Ton																															
Acorn 70	4250	166	S 36x5	S 40x10	Bud YBU-I	4-4½x6	32.4	L	PC	.....	Chi	Zen	G	RBo	.....	D. B-L	B-L 60	A	4	Spi	Tim 6666	W	F	10.25	49.6	A	Tim 1632B	She	Ros	Int	.....	7400
Armleder 70	....	156°	S 36x6	DS36x6	Bud YBU-I	4-4½x6	32.4	L	PS	Han	Own	Zen	V	Bos	Bos	D. B-L	B-L	U	4	Spi	Tim	W	F	10.3	55.3	B	Tim	She	Ros	Smi	Non	7500
Brockway R	....	164	S 36x5	DS36x5‡	Con L4	4-4½x5½	32.4	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	.....	A	Tim 1632	She	Ros	Day	Non	7075
Brockway R14	....	165⅛	S 36x5	DS36x5‡	Con L4	4-4½x5½	32.4	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 55	A	7	Spi	Tim 6666	W	F	8.75	.....	A	Tim 1632	She	Ros	Day	Non	7075
Brockway RT	....	175	S 36x5	S 36x10	Con B5	4-4¾x6	36.1	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Spi	Tim 6666	W	F	8.75	.....	A	Tim 1632	She	Ros	Day	Non	7500
Brockway RH	....	168	S 36x5	S 36x10	Wis H6	6-4x5	38.4	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 55	A	7	Spi	Tim 6666	W	F	8.75	.....	A	Tim 1632	She	Ros	Day	Non	7075
Clinton 90	....	190	S 36x5	DS36x6	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Bos	Bos	D. B-L	B-L 55	A	4	Blo	Tim 6666	W	F	8.75	46.8	A	Tim 1632B	Per	Ros	StM	.....	8000
Clinton 90M	....	190	S 36x5	DS36x6	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Bos	Bos	D. B-L	B-L 55 Max	A	7	Blo	Tim 6666	W	F	8.75	83.1	A	Tim 1632B	Per	Ros	StM	.....	8050
Corbitt A	....	178	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Sim	McC	Str	V	Eis	Bos‡	D. B-L	B-L 55	A	7	Spi	She W-32	W	½	13.0	69.5	A	She 4FA20	She	Ros	Smi	Non	7370
Day-Elder K	....	162°	S 36x5	S 36x12	Bud YBU	4-4½x6	32.4	L	PC	Mon	Bus	Zen	V	Eis	Bos†	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	10.33	55.3	A	Tim 1632B	I.C.	Gem	Van	Fir	8500
Denby 27	....	170	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	PC	.....	Lon	Zen	G	Eis	.....	D. Ful	Ful	A	4	U-P	Cla	I	D	10.0	49.9	...	Tim	Det	Ros	Smi	.....	7020
Dorris K8	4385	Opt	S 36x5‡	S 36x12	Own	4-4¼x5½	28.9	H	PS	Own	McC	Str	G	Bos	Bos	D. Own	B-L 55	A	4	Spi	Tim 6666D	W	F	10.3	55.3	A	Tim 1632B	Mat	Ros	Day	Fir	7510
Fageol 445	4950	172	S 36x6	DS36x6	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Bos	Bos	D. B-L	B-L 55	U	4	Spi	Tim 6666	W	F	8.75	45.8	A	Tim 1632B	Mat	Ros	Van	.....	8525
Federal W3	4200	157	S 36x5	DS40x5	Con L4	4-4½x5½	32.4	L	FP	Pha	Own	Zen	V	Eis	Rem	P. B&B	Own WL	A	4	Spi	Tim 6666	W	F	10.3	61.0	A	Tim 1630B	Mat	Gem	Smi	Fir	7000
Garford 80	4950	162	S 36x5	S 36x12	Bud BTU	4-5x6½	40.0	L	PC	K-P	Own	Zen	G	Spl	A-L	D. Own	B-L 60 Max	A	7	B-G	Tim 6666	W	F	8.75	83.1	A	Tim 1632B	Per	Ros	Bet	Non	8700
Gotfredson 80	....	160⅛°	S 36x6	S 40x14	Bud YBU-I	4-4½x6	32.4	L	PC	Pie	McC	Zen	V	RBo	Rem	D. B-L	B-L 55 Max	A	7	Spi	Tim 6666	W	F	10.3	55.3	B	Tim 1632B	Det	Ros	Day	Non	8400
Gotfredson 86	....	169⅛°	S 36x6	S 40x14	Bud GL6	6-4½x6	48.6	L	PC	Pie	McC	Zen	V	RBo	Rem	D. B-L	B-L 55 Max	A	7	Spi	Tim 6666	W	F	10.3	55.3	B	Tim 1632B	Det	Ros	Day	Non	8600
Gramm-Bernstein 40	....	156°	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful H1	A	8	Own	She	W	½	8.75	93.6	B	She	Per	Ros	Smi	Non	8360
Gramm-Kincaid 848O	....	152°	S 36x5‡	DS36x5‡	Her L	4-4½x5¾	32.4	L	FP	Pie	Own	Zen	V	RBo	A-L	D. Ful	Ful H	A	8	Thei	Wis 1200	R	F	6.60	120.6	B	Wis 30	Mat	Ros	Smi	Non	7600
Gramm-K. P.(low bed)	...	230°	S 36x5‡	DS36x5‡	Her L	4-4½x5¾	32.4	L	FP	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful GU	U	4	Thei	Wis 1305K	R	F	8.6	41.3	B	She D445	Mat	Ros	Smi	Non	7225
Gramm-Kincaid 868O	....	152°	S 36x5‡	DS36x5‡	Con 6B	6-3¾x5	33.7	L	FP	Pie	Own	Zen	V	RBo	A-L	D. Ful	Ful H	A	8	Thei	Wis 1200	R	F	6.60	120.6	B	Wis 30	Mat	Ros	Smi	Non	7600
Guilder J	....	170	S 36x5	DS36x6	Bud YTU	4-4½x6	32.4	L	PC	Pie	G&O	Zen	G	Eis	Non	D. B-L	B-L 55	A	4	M-E	Wis 1200	R	F	7.50	54.0	A	Shu 610	Mer	Ros	Van	Van	7500
Hahn M	5100	160°	S 36x5	S 36x12	Con B5	4-4¾x6	36.1	L	FP	Pha	Chi	Str	G	Bos	L-N	D. B-L	B-L 60	A	7	Spi	Tim 6666	W	F	10.25	.....	A	Tim 1632B	Mer	Ros	Day	Opt	7200
Kenworth L	4500	170	S 36x5‡	S 40x12	Bud YBU	4-4½x6	32.4	L	PC	Non	Own	Zen	V	RBo	Rem	D. B-L	B-L 60	A	4	Spi	She W-32	W	½	8.75	53.3	A	She 4FA20	Lah	Ros	Smi	.....	8800
Kissel Heavy Duty	....	168	S 36x5‡	S 36x12‡	Wau DU	4-4½x6¼	32.4	L	PC	Pie	McC	Str	V	Eis	Rem‡	D. W-G	Ful H	A	4	Spi	She W-32	W	½	11.7	73.6	A	She 4FA20	She	Ros	Smi	Non	7600
Maccar 94	....	171	S 36x5	S 36x12	Wis VAU	4-4½x6	42.4	L	PC	Pie	Own	Zen	V	Rem	Rem	D. B-L	B-L 60	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Shu 610	Row	Ros	Day	.....	7500
Maccar 96	....	171	S 36x5	S 36x12	Wis H6	6-4x5	38.4	H	PC	Non	Own	Zen	V	Rem	Rem	D. B-L	B-L 60	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Shu 610	Row	Ros	Day	.....	7650
Master 55	....	158°	S 36x5	S 40x12	Jackson	4-4¼x6⅝	28.9	...	FP	.....	.....	Str	...	Spl	.....	D. Ful	Ful 60	.....	.....	.....	Tim	W	.....	.....	.....	A	Tim	.....	Ros	.....	.....	.....
Moreland AXX4	4780	160°	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Non	Own	Str	V	Spl	A-L	. Own	B-L 55	A	7	Pet	Tim	W	F	7.75	73.5	...	Tim	U.S.	Ros	Smi	Fir	6300
Moreland AXX5	4840	164°	S 36x5	S 36x10	Con 6B	6-3¾x5	33.7	L	FP	Non	Own	Str	V	A-L	A-L	. Own	B-L 55	A	7	Pet	Tim	W	F	7.75	73.5	...	Tim	U.S.	Ros	Smi	Fir	6300
Netco J	4850	175°	S 36x6‡	S 36x12‡	Her G	4-4¾x5¾	36.1	L	PC	Opt	Bus	Zen	V	Bos	Bos	D. B-L	B-L 55 Max	A	7	Pet	Tim 6666	W	F	10.3	97.8	A	Tim 1632B	Mat	Ros	Smi	.....	8500
Noble E-72	4150	164	S 36x5	S 36x12	Bud YTU	4-4½x6	32.4	L	PC	Pie	Chi	Str	V	Spl	Bos	D. Ful	W-G	A	8	Blo	She W30	W	½	8.75	93.6	A	She 4FA20	Tut	Lav	Bim	Non	7300
Pierce Arrow WC	5100	162	S 36x5‡	DS36x6	Own WC	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	Del	Del	D. Own	Own WC	A	4	Spi	Own WC	W	½	8.00	41.5	B	Own WC	S.P	Own	Bet	.....	8490
Rehberger C	....	174	S 36x6	S 36x12	Bud YBU	4-4½x6	32.4	L	PC	K-P	Bus	Zen	G	RBo	Bos‡	D. B-L	B-L 55	U	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1632B	Del	Gem	Van	.....	7940
Schacht	4400	168	S 36x5	DS40x6	Wis RCU	4-4½x6	32.4	L	PC	Pie	Own	Zen	G	Bos	Non	D. B-L	Own	A	8	Spi	Own	W	F	11.6	55.4	B	Own	She	Own	StM	Non	7800
Selden 73	....	168°	S 36x5‡	DS36x6	Con B5	4-4¾x6	36.1	L	FP	Pha	Lon	Str	G	Eis	Bos	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1630B	S.P	Gem	Std	.....	7720
Union H	....	174	S 36x6	S 36x10	Wis VAU	4-4½x6	32.4	L	PC	Dup	G&O	Zen	G	Eis	L-N	D. Ful	Ful H	U	4	U-P	Wis 1200	R	F	10.2	49.2	B	Shu 650	Mat	Jac	Smi	Gdy	7700
Union HW	....	174	S 36x6	S 40x12	Wis VAU	4-4½x6	32.4	L	PC	Dup	G&O	Zen	G	Eis	L-N	D. Ful	Ful H	A	4	U-P	Wal 5A	R	F	10 5	63.0	A	Shu 650	Mat	Jac	Smi	Gdy	7750
Winther 74	4850	150	S 36x5	DS36x5	Wis VAU	4-4½x6	32.4	L	FP	Pie	Own	Str	V	Bos	Bos	P. B&B	B-L	A	7	Pet	Cla	I	D	9.0	86.0	A	Tim	Mat	Ros	Cla	Fir	7600
Winther 474	5700	150	S 36x5	DS36x5	Wis VAU	4-4½x6	32.4	L	FP	Pie	Own	Str	V	Bos	Bos	P. B&B	B-L	U	4	Pet	Cla	I	D	10.0	65.0	A	Own	Mat	Ros	Cla	Fir	8300
Witt-Will A	4700	172°	S 36x6	DS40x6	Con B5	4-4¾x6	36.1	L	PC	Pie	Own	Zen	G	Eis	Bos	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10 2	53.3	A	Tim 1732B	She	Ros	Smi	Non	9200
4½ Ton																															
Republic 30	....	170°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Pha	Own	Str	V	Bos	Bos‡	D. Ful	Ful	U	4	U-M	Eat	I	D	10.2	49.2	B	Wis	Mat	Lav	Van	Fir	6700
Republic 30W	....	170°	S 36x5	S 36x12	Wau CU	4-4⅝x5¾	30.6	L	PC	Wau	Own	Str	V	Bos	Bos‡	D. Ful	Ful	U	4	U-M	Eat	I	D	10.2	49.2	B	Wis	Mat	Lav	Van	Fir	6700
5 Ton																															
Acme 90L	....	177	S 36x5‡	S 40x12	Con B7	4-5x6	40.0	L	FP	Mon	G&O	Ray	V	Bos	Bos	P. B&B	Cot S	A	4	Blo	Tim 6666	W	F	8.75	45.5	A	Tim 1632	Det	Ros	Bim	.....	8160
Amer. La France V	5500	Opt	S 36x7	DS40x7	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos	Bos‡	D. Own	Own 5R	A	4	Own	Own 5R	A	F	10.0	54.5	B	Own 5R	Mer	.....	Day	Non	9600
Atterbury 24E	....	174°	S 36x6	DS40x7	Con B7	4-5x6	40.0	L	FP	Pie	Own	Zen	V	Bos	Bos	D. B-L	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110.7	A	Tim 1732B	S.P	Gem	Std	Non	9500
Autocar L	....	156	S 34x6	S 36x12	Own M	4-4½x5½	32.4	L	SP	Pha	Own	Str	G	Bos	L-N‡	P. Own	Own B	A	4	Spi	Own M	R	F	9.89	72.1	A	Own Y	Del	Ros	Hoo	Non	7400
Autocar M	....	120	S 34x6	S 36x12	Own M	4-4½x5½	32.4	L	SP	Pha	Own	Str	G	Bos	L-N‡	P. Own	Own B	A	4	Spi	Own M	R	F	9.89	72.1	A	Own Y	Del	Ros	Hoo	Non	7200
Biederman	....	180°	S 36x7	S 36x14	Con 6B	6-3¾x5	33.7	L	PC	Han	Own	Zen	G	Del	Del	D. B-L	B-L 60	U	7	Spi	Tim	W	F	11.5	60.6	A	Shu	Mat	Ros	Day	Non	9200
Brockway T	....	174	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.33	.....	A	Tim 1732	She	Ros	Day	Non	9800
Brockway T15	....	176¾	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 60	A	7	Spi	Tim 6760	W	F	10.33	.....	A	Tim 1732	She	Ros	Day	Non	9800
Buck 84	....	183°	S 36x6‡	S 40x12‡	Con B5	4-4¾x6	36.1	L	PC	Pie	Own	Zen	V	Bos	Bos	D. B-L	B-L 60	A	7	Spi	Tim 6666	W	F	10.3	97.8	A	Tim 1632	Mat	Ros	Smi	Fir	7950
Buck 86	....	183°	S 36x6‡	S 40x12‡	Con 7T	6-4⅜x5¼	40.8	L	PC	Non	Own	Zen	V	Bos	Bos	D. B-L	B-L 60	A	7	Spi	Tim 6666	W	F	10.3	97.8	A	Tim 1632	Mat	Ros	Smi	Fir	8950
Chicago 50	....	183°	S 36x6	S 40x12	Her L	4-4½x5¾	32.4	L	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 60 Max	A	4	Pet	Tim 6760W	W	F	11.6	110 8	A	Tim 1732	Mat	Gem	Smi	Non	8500
Clinton 120L	....	204	S 36x6	DS36x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Bos	Bos	D. B-L	B-L 60	A	4	Blo	Tim 6760	W	F	8.80	47.1	A	Tim 1732B	Per	Ros	StM	.....	9550
Clinton 120LM	....	204	S 36x6	DS36x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Bos	Bos	D. B-L	B-L 60 Max	A	7	Blo	Tim 6760	W	F	8.80	83.6	A	Tim 1732B	Per	Ros	StM	.....	9650
Coleman 40	....	144	P 42x9	P 42x9	Bud YBU-I	4-4½x6	32.4	L	FP	.....	R-T	Str	V	Bos	Bos	D. Ful	Ful GU 14	U	8	Spi	Wi 120J-FF	R	F	8.57	139.	E	Wis 120J-F	Det	Ros	Day	Gdy	8750
Coleman 6-O	....	144	P 42x9	P 42x9	Bud BUS	6-4x5⅛	38.4	L	FP	.....	R-T	Str	V	Bos	Bos	D. Ful	Ful GU14	U	8	Spi	Wis 120JFF	R	F	8.6	137	E	Wis 120JF	Det	Ros	Day	Gdy	8750
Coleman 6-OX	....	144	P 42x9	P 42x9	Bud BUS	6-4x5⅛	38.4	L	FP	.....	R-T	Str	V	Bos	Bos	D. Ful	Ful GU14	U	8	Spi	Wis 120JFF	R	F	8.6	139	E	Wis 120JF	Det	Ros	Day	Gdy	9660
Corbitt 70	....	178	S 36x6	DS40x6	Bud BTU	4-5x6½	40.0	L	FP	Sim	McC	Str	V	Eis	Bos‡	D. B-L	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110.8	A	Tim 1732B	She	Ros	Smi	Non	9410
Day-Elder L	....	170°	S 36x6	DS40x7	Bud BTU	4-5x6½	40.0	L	PC	Mon	Bus	Zen	G	Eis	Bos‡	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	54.8	A	Tim 1732B	She	Gem	Van	Fir	10000
Denby 210	....	170	S 36x6	DS40x6	Con B5	4-4¾x6	36.1	L	PC	.....	Lon	Zen	G	Eis	.....	D. Ful	Ful	A	4	U-P	Cla	...	D	12.5	62.7	...	Tim	Det	Ros	Smi	.....	8590
Diamond T S2	....	180	S 36x6	S 40x6	Her GA	4-4¾x5¾	36.1	L	FP	Pie	G&O	Str	V	Apo	A-L	D. Cov	Cov SB	A	4	Spi	Tim 6760	W	F	11.66	62.38	A	Tim 1732B	Mat	Ros	Smi	Non	9500
Diamond T S7	....	170	S 36x7	S 40x14	Her G	4-4¾x5¾	36.1	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	B-L 70	A	8	Spi	Tim	W	F	11.6	110.0	A	Tim	Mat	Ros	Smi	.....	10000
Dixon	4490	160	S 36x5	S 36x12	Her G	4-4¾x5¾	36.1	L	FP	Pie	G&O	Zen	G	Bos	Non	D. Ful	Ful HU1	A	4	Spi	Tim 6666	W	F	10 4	Opt.	A	Tim 1632B	S.P	Ros	Non	Non	9100
Eagle 106	....	144°	S 36x6	DS40x6	Bud YTU	4-4½x6	32.4	L	PC	.....	Own	Zen	G	Eis	.....	D. B-L	B-L 60	A	7	Pet	Wis 1200	R	F	10.4	115.0	A	Wis 30	Cha	Ros	Smi	.....	8600
Federal X-6	4750	163	S 36x6	DS40x6	Con B5	4-4¾x6	36.1	L	FP	Pha	Own	Zen	G	Spl	Rem†	P. B&B	W-G	A	4	Spi	Tim 6760	W	F	10.2	60.0	A	Tim 1630B	Mat	Gem	Day	Non	8700
Federal X-6	....	163	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K-P	Own	Zen	G	A-L	Rem†	D. Own	B-L 60 Max	A	7	B.G.	Tim 6766	W	F	10.25	97.38	A	Tim 1632B	Per	Ros	Bet	Non	9450
Federal X-6	....	163	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K-P	Own	Zen	G	Spl	A-L	D. Own	B-L 60 Max	A	7	Spi	Tim 6766	W	F	11.6	56 4	A	Tim 1732	Mar	Ros	Day	Non	9250
Federal X-6	....	163	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K-P	Own	Zen	G	Spl	A-L	D. Ful	Ful	A	4	Spi	Tim 6766	W	F	11.6	56 4	A	Tim 1732	Mar	Ros	Day	Non	9000

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Key of abbreviations, page 35

Gasoline Tractor-Trucks

Trade Name and Model	Chassis Price	Standard Wheelbase (inches)	General: Tire Size: Front (inches)	General: Tire Size: Rear (inches)	Engine: Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
Acme 60 L.	....	119½	S 36x10	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Mon	G&O	Zen	V	Bos	Bos	P. B&B	Cot RU	U	4	Blo	Tim 65660OD	W	F	8.50	42.0	A	Tim 1544-B	Det	Ros	Int	Non	5050
Acme 90-L.	....	129	S 36x5	S 40x12	Con B7	4-5x6	40.1	L	FP	Mon	G&O	Ray	V	Bos	Bos	P. B&B	Cot SU	U	4	Blo	Tim 6666	W	F	8.75	46.5	A	Tim 1632-B	Det	Ros	Smi	Non	8160
Acme 125	....	129	S 36x6	S 40x14	Con B7	4-5x6	60.1	L	FP	Mon	G&O	Ray	V	Bos	Bos	P. B&B	Cot SU	U	4	Blo	Tim 6760	W	F	11.6	60.6	A	Tim 1732-B	Det	Mer	Smi	Non	8970
Amer. La France 5 Ton.	3950	143¾	S 36x7	S 40x14	Own 2R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos	Bos‡	D. Own	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.8	B	Own 2R	Own	Mer	Day	StM	6400
Amer. La France 7 Ton.	4950	146½	S 36x10	S 36x10	Own 3R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos	Bos‡	D. Own	Own 3R	A	4	Own	Own 3R	W	F	8.75	47.6	B	Own 3R	Own	Mer	Day	Non	8400
Amer. La France 10 Ton	5500	146½	DS36x6	DS40x6	Own 5R	4-4¼x6	36.1	L	PS	Own	Bus	Zen	V	Bos	Bos‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B	Own 5R	Own	Mer	Day	Non	9400
Amer. La France 13 Ton	5750	146½	DS40x6	DS40x6	Own 5R	4-4¼x6	36.1	L	PS	Own	Bus	Zen	V	Bos	Bos‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B	Own 5R	Own	Mer	Day	Non	9500
Amer. La France 15 Ton	6000	146½	DS40x7	DS40x7	Own 5R	4-4¼x6	36.1	L	PS	Own	Bus	Zen	V	Bos	Bos‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	11.67	63.5	B	Own 5R	Own	Mer	Day	Smi	9700
Armleder 30	....	115	S 34x6	S 36x8	Her OX	4-4x5	25.6	L	PC	Non	Own	Zen	V	Bos	Bos	D. B-L	B-L	U	4	Spi	Tim	W	F	7.25	39.0	A	Tim	She	Ros	Smi	Fir	4100
Armleder 50	....	116	S 36x8	S 36x8	Bud EBU-1	4-4¼x5½	28.9	L	PC	Han	Own	Zen	V	Bos	Bos‡	D. B-L	B-L	U	4	Spi	Tim	W	F	9.25	49.5	A	Tim	She	Ros	Smi	Fir	5100
Armleder 70	....	119	S 36x10	S 36x12	Bud YBU-1	4-4¼x6	32.4	L	PC	Han	Own	Zen	V	Bos	Bos	D. B-L	B-L	U	4	Spi	Tim	W	F	12.0	64.2	A	Tim	She	Ros	Smi	....	....
Diamond T T3T	....	119½	S 36x3½	S 36x5	Her OXA	4-4x5	25.6	L	PC	Mer	G&O	Str	V	Apo	Apo	D. Cov	Cov RAD4	A	4	Spi	Tim 6566	W	F	8.20	29.9	A	Tim 1452	Mat	Ros	....	Non	5940
Diamond T4T	....	129¾	S 36x4	S 36x8	Her KA	4-4¼x5½	28.9	L	PC	Mer	G&O	Str	V	Apo	Non	D. Cov	Cov SA4	A	4	Spi	Tim 6666	W	F	8.80	44.3	A	Tim 1544B	Mat	Ros	....	Non	....
Diamond T K2T	....	118⅞	S 36x5	S 36x12	Her LA	4-4½x5½	32.4	L	PC	Mer	G&O	Str	V	Apo	Non	D. Cov	B-L 60	A	4	Spi	Tim 6760	W	F	11.6	56.4	A	Tim 1632B	Mat	Ros	....	Non	7740
Diamond T S2T	....	140	DS40x5	DS40x6	Her GA	4-4½x5½	36.1	L	PC	Mer	G&O	Zen	V	Bos	Bos‡	D. Own	D-G	A	4	Spi	Tim 6560	W	F	8.50	50.1	A	Tim 1732B	Mat	Ros	....	Non	8100
Federal	3200	121	DS36x4	DS36x4	Con K4	4-4¼x5½	27.2	L	FP	Pha	Own	Zen	V	Eis	Rem	P. B&B	D-G	A	4	Spi	Tim 6560	W	F	8.50	50.1	A	Own	....	....	....	....	5000
Federal	4235	125	DS36x5	DS36x5	Con L4	4-4½x5½	32.4	L	FP	Pha	Own	Zen	V	Eis	Rem	P. B&B	W-G	A	4	Spi	Tim 6666	W	F	10.3	59.8	A	Own B	....	Gem	....	Non	6700
F. W. D.	....	105	S 36x7	S 36x8	Wis A	4-4¼x5½	36.1	T	PC	MeC	Str	Zen	G	Eis	N-E‡	O. H-S	Cot DAE	A	3	Blo	Tim 65660D	W	F	8.90	35.6	B	Own B	Tut	Ros	Std	Non	6150
Garford 50	....	130	S 36x5	S 36x8	Bud EBU-1	4-4¼x5½	28.9	L	PC	Stm	Own	Zen	G	Spl	A-L	D. Own	B-L 55 Max	A	7	Spi	Tim 6666	W	F	8.5	80.75	A	Tim 1532B	Per	Ros	Bet	....	5950
Garford 80	....	132	S 36x5	S 36x12	Bud BTU	4-5x6½	40.0	L	PC	K-P	Own	Zen	G	Spl	A-L	D. Own	B-L 60 Max	A	7	B.G.	Tim 6666	W	F	8.75	83.1	A	Tim 1632B	Per	Ros	Bet	....	8700
Garford 100	....	132	S 36x5	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K-P	Own	Own	G	Spl	A-L	D. Own	B-L 60 Max	A	7	B.G.	Tim 6760	W	F	10.25	97.38	A	Tim 1632B	Per	Ros	Bet	....	9450
G.M.C. K-52T.	....	128½	S 36x4	S 36x8	Own K-52	4-4½x5½	25.6	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own K52	A	7	Own	Tim 6560	W	F	8.50	57.5	A	Tim 1542B	Det	Ros	Day	Non	5520
G.M.C. K-72T.	....	137	S 36x5	S 36x12	Own K-72	4-4½x6	32.4	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own K72	A	7	Own	Tim 6666	W	F	8.75	75.4	A	Tim 1632B	Det	Ros	Day	Non	8120
G.M.C. K-102T.	....	137	S 36x6	S 36x14	Own K-102	4-4½x6	32.4	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own K102	A	7	Own	Tim 6760	W	F	10.00	86.2	A	Tim 1632B	Det	Ros	Day	Non	8880
G.M.C. K-10T.	....	111¼	S 36x5	S 36x12	Own K-102	4-4½x6½	32.4	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own	U	7	Own	Tim 6666	W	F	10.33	.....	A	Tim 1632B	Det	Ros	Day	Non	7677
G.M.C. K-15T.	....	111¼	S 36x6	S 36x14	Own K-102	4-4½x6½	32.4	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own	U	7	Own	Tim 6760	W	F	10.66	.....	A	Tim 1732B	Det	Ros	Day	Non	8477
Harvey WTT. 6 ton	3500	125	S 36x5	S 36x10	Bud EBU-1	4-4¼x5½	28.9	L	PC	MeC	Own	Str	G	Eis	Non	D. B-L	B-L 55	A	7	Spi	Tim 6570	W	F	10.5	99.75	A	Tim 1544B	Bea	Ros	Int	....	6950
Harvey WHT. 10 ton	4250	125	S 36x6	S 36x12	Bud YBU-1	4-4½x6	32.4	L	PC	MeC	Own	Str	G	Eis	Non	D. Ful	B-L 60	U	4	Own	She W-32	I	D	10.25	54.8	A	She 4FA20	Bea	Ros	Int	....	8900
Int. Harvester 43	....	115	S 36x7	S 36x7	Own 43	4-3¾x5	22.5	H	SP	Own	Own	Own	G	RBo	Opt	D. Own	Own	U	4	Own	Own 43	I	D	9.00	53.1	B	Own 43	Own	Own	Own	....	4760
Int. Harvester 63	....	120	S 36x5	S 36x8	Own 63	4-4¼x5	28.9	H	SP	Own	Own	Own	G	RBo	Opt	D. Own	Own	U	4	Own	Own 63	I	D	9.00	53.1	B	Own 63	Own	Own	Own	....	5600
Int. Harvester 103	....	134	S 36x5	S 40x14	Own 103	4-4¼x5	28.9	H	SP	Own	Own	Own	G	RBo	Opt	D. Own	Own 103	U	4	Own	Own 103	I	D	11.00	64.9	B	Own 103	Own	Own	Own	....	7435
Kelly-Springfield K-70	2600	120	S 36x4	S 36x7	Con K4	4-4¼x5¼	27.2	L	FP	Pie	Own	Zen	G	Eis	Opt	P. B&B	B-L 55	A	4	Spi	Own K70	W	D	9.25	49.5	A	Own K70	Mat	Ros	StM	Non	5887
Kelly-Springfield K-75	3600	124	S 36x5	S 36x10	Con L5	4-4¼x5½	28.9	L	FP	Pie	Own	Zen	G	Eis	Opt	P. B&B	B-L 55	A	4	Pet	Cla 2H	I	D	9.00	48.1	A	Own K75	Mat	Ros	Cla	Non	6300
Kelly-Springfield K-76	3600	124	S 36x5	S 36x10	Con L5	4-4¼x5½	28.9	L	FP	Pie	Own	Zen	G	Eis	Opt	P. B&B	B-L 55	A	4	Pet	Own K76	W	D	11.6	62.0	A	Own K76	Mat	Ros	StM	Non	6400
Kelly-Springfield K-41	4400	126	S 36x5	S 36x12	Own K41	4-4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Opt	P. B&B	B-L 60	A	4	Pet	Cla 3H	I	D	11.6	62.0	D	Own K41	Per	Gem	Cla	Non	7740
Kelly-Springfield K-42	3900	126	S 36x5	S 40x5	Own K42	4-4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Opt	P. B&B	B-L 60	A	4	Pet	Std 607-5	L	D	10.2	54.8	D	Own K-42	Per	Gem	Smi	Non	8100
Kelly-Springfield K-61	5000	126	DS36x6	DS36x7	Own K61	4-4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Opt	P. B&B	B-L 60	A	4	Pet	Cla 5H	W	D	11.6	62.0	D	Own K-61	Per	Gem	Cla	Non	9020
Kelly-Springfield K-100	5000	143	S 36x6	S 40x14	Own	4-4½x5	28.9	L	PC	Pie	Lon	Zen	G	Eis	Opt	P. B&B	B-L 60 Max	A	4	Pet	Own	I	C	13.41	127.0	D	Own	Per	Gem	Smi	Non	9400
Mack AB 5-Ton	....	122½	S 36x4	S 36x8	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	C	D	10.5*	51.1*	B	Own AB	Mer	Own	....	....	....
Mack AC 7-Ton	....	128	S 34x5	DS36x5	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	9.06*	58.0*	D	Own AC	Mer	Own	....	....	....
Mack AC 10-Ton	....	128	S 34x6	DS36x6	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	9.69*	62.2*	D	Own AC	Mer	Own	....	....	....
Mack AC 13-Ton	....	128	S 34x6	DS36x6	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	10.5*	67.4*	D	Own AC	Mer	Own	....	....	....
Mack AC 15-Ton	....	128	S 34x7	DS36x7	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	11.5*	73.5*	D	Own AC	Mer	Own	....	....	....
Pierce-Arrow XB	3760	133	S 36x5	S 36x5	Own XB	4-4½x5½	25.6	T	FP	Own	Own	Str	G	Del	Del	D. Own	Own XB	A	4	Spi	Own XB	W	D	9.25	50.2	A	Own	S.P	Own	Non	Non	6280
Pierce-Arrow RD	5400	133	S 36x6	S 36x6	Own RD	4-4½x6¼	32.4	T	FP	Own	Own	Str	G	Del	Del	D. Own	Own RD	A	4	Spi	Own RD	W	F	7.8	41.5	B	Own	S.P	Own	Non	Non	8490
Pierce-Arrow RF	5600	118	S 36x6	S 36x7	Own RF	4-4½x6¼	32.4	T	FP	Own	Own	Str	G	Del	Del	D. Own	Own RF	A	4	Spi	Own RF	W	F	10.0	51.9	B	Own	S.P	Own	Non	Non	9540
Saurer	....	....	S 40x6	DS40x7	Own	4-4¼x7½	29.3	L	PC	Own	Own	Zen	G	Eis	Opt	D. Own	Own	U	4	Own	Own	B	F	7.87	50	B	Own	She	Own	....	....	....
Schacht 5 Ton	3600	129½	S 36x4	S 36x8	Wis RCU	4-4¼x6	32.4	L	PC	Pie	Own	Zen	G	Bos	Non	D. B-L	B-L 60	A	8	Spi	Own 5	R	F	8.5	40.4	B	Own	She	Own	Non	Non	6400
Schacht 7 Ton	4000	129½	S 36x5	S 36x12	Wis RCU	4-4¼x6	32.4	L	PC	Pie	Own	Zen	G	Bos	Non	D. B-L	Own 7	A	8	Spi	Own 7	R	F	10.4	49.4	B	Own	She	Own	Non	Non	7500
Schacht 10 Ton	4400	131½	S 36x6	S 40x12	Wis RCU	4-4¼x6	32.4	L	PC	Pie	Own	Zen	G	Bos	Non	D. B-L	Own 10	A	8	Spi	Own	W	F	14.0	66.5	B	Own	She	Own	Non	Non	8200
Schacht 13 Ton	4800	131½	S 36x6	S 40x12	Wis RBU	4-4¼x6	32.4	L	PC	Pie	Own	Zen	G	Bos	Non	D. B-L	Own 13	A	8	Spi	Own	W	F	14.0	66.5	B	Own	She	Own	Non	Non	8400
Schacht 15 Ton	5100	131½	S 36x7	S 40x14	Wis RBU	4-4¼x6	32.4	L	PC	Pie	Own	Zen	G	Bos	Non	D. B-L	Own 15	A	8	Spi	Own	W	F	14.0	66.5	B	Own	She	Own	Non	Non	9000
Service 61	....	127⅛	S 36x4	S 36x8	Bud EBU-1	4-4½x5½	28.9	L	PC	Non	....	....	V	Eis	Rem	P. B&B	B-L 51	A	4	Spi	Tim 6566	W	F	7.75	41.5	A	Tim 1544B	She	Roe	Int	....	5785
Service 81	....	131⅛	S 36x5	S 36x10	Bud YBU-1	4-4½x6	32.4	L	PC	Non	....	Str	V	Eis	Rem	P. B&B	B-L 60	A	4	Spi	Tim 6666	W	F	7.8	41.7	A	Tim 1632B	She	Roe	Int	....	7900
Service 103	....	131⅛	S 36x6	S 40x12	Bud YBU-1	4-4½x6	32.4	L	PC	Non	....	Str	V	Eis	Rem	P. B&B	B-L 60	A	4	Spi	Tim 6760	W	F	10.25	97.3	A	Tim 1732B	She	Roe	Int	....	9150
Sterling DW10T-5	....	148	S 36x4	S 36x8	Own CU	4-4½x5¾	....	L	PC	Wau	Own	Zen	V	Eis	....	O. H-S	B-L 51	A	4	Spi	Tim	W	F	8.7	52.4	A	Tim	Mat	Hoo	Hoo	....	4680
Sterling EW15T-7½	....	148	S 36x5	S 40x10	Own CU	4-4½x6¼	....	L	PC	Wau	Own	Zen	V	Eis	....	O. H-S	B-L 60	A	4	Spi	Tim	W	F	8.7	51.8	A	Tim	Mat	Hoo	....	....	7775
Sterling EW20T-10	....	148	S 36x6	S 40x12	Own DU	4-4½x6¼	....	L	PC	Wau	Own	Zen	V	Eis	....	O. H-S	B-L 60	A	4	Spi	Tim	W	F	8.8	52.4	A	Tim	Mat	Hoo	....	....	8675
Sterling EW24T-12	....	148	S 36x6	S 40x12	Own EU	4-5x6¼	....	L	PC	Wau	Own	Zen	V	Eis	....	O. H-S	B-L 60	A	4	Spi	Tim	W	F	8.8	52.4	A	Tim	Mat	Hoo	....	....	9175
Sterling EC20T-10	....	148	S 36x6	S 40x12	Own DU	4-4½x6¼	....	L	PC	Wau	Own	Zen	V	Eis	....	O. H-S	Own	A	6	B.G.	Own	W	F	8.7	52.7	A	Tim	Mat	Hoo	....	....	8400
Sterling EC24T-12	....	148	S 36x6	S 40x12	Own EU	4-5x6¼	....	L	PC	Wau	Own	Zen	V	Eis	....	O. H-S	Own	A	6	B.G.	Own	W	F	8.7	52.7	A	Tim	Mat	Hoo	....	....	8100
Sterling EC28T-14	....	148	S 36x6	S 40x12	Own EU	4-5x6¼	....	L	PC	Wau	Own	Zen	V	Eis	....	O. H-S	Own	A	6	B.G.	Own	W	F	8.7	52.7	A	Tim	Mat	Hoo	....	....	8800
Sterling EC32T-16	....	148	S 36x6	S 40x14	Own EU	4-5x6¼	....	L	PC	Wau	Own	Zen	V	Eis	....	O. H-S	Own	A	6	B.G.	Own	W	F	8.7	52.7	A	Tim	Mat	Hoo	....	....	9825
Sterling EC60T-25	....	148	S 36x7	S 40x14	Own GU	4-5¾x6¼	....	L	PC	Wau	Own	Zen	V	Eis	....	O. H-S	Own	A	6	B.G.	Own	W	F	8.7	52.7	A	Tim	Mat	Hoo	....	....	10225
Walker PS	....	Opt	S 36x7	DS40x6	Own 6	6-3¾x5¼	....	L	PC	Own	Own	Zen	V	Apo	Bos	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E	Own	Day	Day	Day	Day	10000
Walker PSR	....	Opt	S 40x7	DS40x7	Own 6	6-3¾x5¼	....	L	PC	Own	Own	Zen	V	Apo	Bos	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E	Own	Day	Day	Day	Day	10000
Walker PH	....	Opt	S 40x7	DS40x7	Own 6	6-3¾x5¼	....	L	PC	Own	Own	Zen	V	Apo	Bos	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E	Own	Day	Day	Day	Day	10000

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KEY OF ABBREVIATIONS

Wheelbase:

•—More than one wheelbase furnished.

Tires:

B—Balloon.
P—Pneumatics standard equipment.
S—Solids.
DP—Dual pneumatics standard equipment.
DS—Dual solids.
‡ This sign after tire size indicates that pneumatics can be furnished at extra cost.

Engine:

Bud—Buda Co., Harvey, Ill.
Con—Continental M. Corp., Detroit, Mich.
D—Head and Side.
FP—Full Pressure to all bearings including wrist pins.
H—Overhead.
HaS—Hall-Scott Motor Car Co., Berkeley, Cal.
Her—Hercules Motors Corp., Canton, Ohio.
Himico—Hinkley Motors, Inc., Detroit, Mich.
Hin—Hinkley Motors, Inc., Detroit, Mich.
I—In Head.
Jackson—Master Motor Truck Mfg. Co., Chicago, Ill.
Kni—Yellow Sleeve Valve Eng. Works, East Moline, Ill.
L—L-Head.
Lyc—Lycoming M. Corp., Williamsport, Pa.
Overland—Willys-Overland Co., Toledo, O.
PC—Pressure to all crankshaft and connecting-rod bearings.
PS—Pressure with splash.
SP—Circulating splash.
T—T-Head.
Wau—Waukesha M. Co., Waukesha, Wis.
Wis—Wisconsin M. Mfg. Co., Milwaukee, Wis.
Yell—Yellow Sleeve V. E. Works, E. Moline, Ill.
X—Sleeve.

Governor:

Con—Continental M. Corp., Detroit, Mich.
Dup—Eisemann Magneto Corp., New York.
Han—Handy Gov. Co., Detroit, Mich.
Hin—Hinkley Motors, Inc., Detroit, Mich.
K. P.—K. P. Products Co., New York, N. Y.
McC—E. R. Klemm, Chicago, Ill.
Mon—Monarch Gov. Co., Detroit, Mich.
Non—Not Supplied.
Pha—Pharo Mfg. Co., Bethlehem, Pa.
Pie—Pierce Governor Co., Anderson, Ind.
Sim—Eisemann Magneto Corp., New York.
Tac—Tractor Appliance Co., New Holstein, Wis.
Wau—Waukesha M. Co., Waukesha, Wis.

Radiator:

Bus—Bush Mfg. Co., Hartford, Conn.
Chi—Chicago Mfg. Co., Chicago, Ill.
E-M—English & Mersick Co., New Haven, Conn.
Fed—Fedders Mfg. Co., Buffalo, N. Y.
Fle—Flexo Mfg. Co., Los Angeles, Cal.
G&O—G. & O. Mfg. Co., New Haven, Conn.
Har—Harrison Rad. Corp., Lockport, N. Y.
Idl—Ideal Sheet Metal Works, Chicago, Ill.
Liv—Livingston Rad. Corp., Plainfield, N. J.
Lon—Long Mfg. Co., Detroit, Mich.
McC—McCord Rad. & Mfg. Co., Detroit, Mich.
McK—McKinnon Dash Co., Buffalo, N. Y.
Mod—Modine Mfg. Co., Racine, Wis.
Per—Racine Radiator Co., Racine, Wis.
R-T—Rome-Turney Rad. Co., Rome, N. Y.
Spa — Sparks-Withington Co., Jackson, Mich.
Stn—Standard Radiator Co., Inc., Springville, N. Y.
U. S.—U. S. Cartridge Co., Lowell, Mass.

Full System:

B.B.—Penberthy Injector Co., Detroit, Mich.
Car—Carter Carburetor Co., St. Louis, Mo.
Ens—Ensign Car. Co., Los Angeles, Cal.
G—Gravity.
Hol—Holley Carburetor Co., Detroit, Mich.
Joh—Johnson Co., Detroit, Mich.
Mar—Marvel Carburetor Co., Flint, Mich.
P—Pressure.
Ray—Beneke Mfg. Co., Chicago, Ill.
Sch—Wheeler Schebler Carburetor Co., Indianapolis, Ind.
Ste—Detroit Lubricator Co., Detroit, Mich.
Str—Stromberg Motor Devices Co., Chicago, Ill.
Til—Tillotson Mfg. Co., Toledo, Ohio.
V—Vacuum.
Zen—Zenith-Detroit Corp., Detroit, Mich.

Electrical Systems:

‡—Generator & Starter at Extra Cost.
†—Starter not supplied, Generator at Extra Cost.
*—Starter at Extra Cost.
A-L—Electric Auto-Lite Corp., Toledo, O.
Alc—Cincinnati S. B. Co., Cincinnati, O.
Apo—Apolo Magneto Corp., Kingston, N. Y.
Bij—Bijur Motor Appliance Co., Hoboken, N. J.
Bos—American Bosch Magneto Co., Springfield, Mass.
Con—Connecticut Telephone & Electric Co., Meriden, Conn.
Del—Dayton Engin. Lab. Co., Dayton, Ohio.
DJ—DeJohn Elec. Corp., Toledo, Ohio.
Dyn—Owen Dyneto Corp., Syracuse, N. Y.
Eis—Eisemann Magneto Corp., New York.
Exi—Electric S. B. Co., Phila., Pa.
G&D—Gray & Davis, Boston, Mass.
Gou—Gould S. B. Co., New York.
Hob—Hobbs Battery Co., Los Angeles, Cal.
L-N—Leece-Neville Co., Cleveland, Ohio.
N-E—North East Elect. Co., Rochester, N. Y.
Non—Not Supplied.
Pol—Prest-O-Lite Co., Indianapolis, Ind.
Rem—Remy Electric Co., Anderson, Ind.
RBo—Robert Bosch Magneto Co., New York, N. Y.
Sci—Scintilla Magneto Co., Sidney, N. Y.
Sim—Simms Magneto Co., E. Orange, N. J.
USL—U. S. Light & Heat Corp., Niagara Falls, N. Y.
Ves—Vesta Battery Corp., Chicago, Ill.
Wes—Westinghouse Elec. & Mfg. Co., Springfield, Mass.
Wil—Willard S. B. Co., Cleveland, Ohio.

Clutch and Gearset:

*—Other ratios optional.
A—Amidships.
B & B—Borg & Beck Co., Chicago, Ill.
B-L—Brown-Lipe Gear Co., Syracuse, N. Y.
Cot—Cotta Trans. Corp., Rockford, Ill.
Cov—Covert Gear Co., Lockport, N. Y.
Det—A. J. Detlaff Co., Detroit, Mich.
D-G—Detroit Gear & Machine Co., Detroit. Mich.
Dod—Dodge Brothers Co., Detroit, Mich.
D—Disk.
Dur—Durston Gear Corp., Syracuse, N. Y.
Ful—Fuller & Sons Mfg. Co., Kalamazoo, Mich.
H-S—Hele-Shaw, Merchant & Evans Co., Philadelphia, Pa.
Hoo—Hoosier Clutch Co., Muncie, Ind.
J—Unit with Jackshaft.
K—Cone.
Lon—Long Mfg. Co., Detroit, Mich.
M-E—Merchant & Evans Co., Phila., Pa.
M. M.—Mechanics Mach. Co., Rockford, Ill.
Mun—Muncie Gear Works, Muncie, Ind.
O—Disk in Oil.
P—Plate.
R—Rear Axle.
Roc—Rockford Drilling Machine Co., Rockford, Ill.
S—Separate Unit.
U—Unit with Engine.
W-G—Warner Gear Co., Muncie, Ind.

Universal:

B.G.—Universal Machine Co., Bowling Green, Ohio.
Blo—Blood-Bros. Mach. Co., Allegan, Mich.
Det—Universal Products Co., Detroit, Mich.
Har—Spicer Mfg. Co., S. Plainfield, N. J.
M-E—Merchant & Evans Co., Phila., Pa.
M. M.—Mechanics Machine Co., Rockford, Ill.
Pet—Cleveland Universal Parts Co., Cleveland, Ohio.
Pic—Carl Pick Co., West Bend, Wis.
Sne—Spicer Mfg. Corp., S. Plainfield, N. J.
Spi—Spicer Mfg. Co., S. Plainfield, N. J.
The—Thermoid Rubber Co., Trenton, N. J.
Thei—Almetal Universal Joint Co., Cleveland, Ohio.
U-M—Universal Machine Co., Bowling Green, Ohio.
U-P—Universal Products Co., Detroit, Mich.

Front and Rear Axles:

½—Semi-Floating.
¾—Three-Quarter Floating.
B—Straight Bevel.
Cla—Clark Equip. Co., Buchanan, Mich.
Col—Columbia Axle Co., Cleveland, Ohio.
Con—Continental Axle Co., Edgerton, Wis.
C—Chain.
D—Dead.
Eat—Eaton Axle Co., Cleveland, Ohio.
F—Floating.
I—Internal Gear.
P—Spur Gear.
R—Double Reduction.
Rus—Russel Motor Axle Co., Detroit, Mich.
S—Spiral Bevel.
Sal—Salisbury Axle Co., Jamestown, N. Y.
She—Sheldon Axle & Spring Co., Wilkes-Barre, Pa.
Shu—Shuler Axle Co., Inc., Louisville, Ky.
Std—Standard Parts Co., Cleveland, Ohio.
Tim—Timken Det. Axle Co., Detroit, Mich.
Tor—Eaton Axle & Spring Co., Cleveland, Ohio.
Vul—Vulcan Motor Axle Co.
Wal—Walker Axle Co., Chicago, Ill.
W—Worm.
Wis—Wisconsin Parts Co., Oshkosh, Wis.

Brake:

A—Rear Wheels only.
B—Drive Shaft and Rear Wheels.
C—6 Wheel Brakes.
D—Jackshaft and Rear Wheels.
E—4 Wheel Brakes.

Springs:

Amc—American Autoparts Co., Detroit, Mich.
Arm—General Motors Co., Pontiac, Mich.
Bea—Eaton Spring Corp., Detroit, Mich. & Massillon, O.
Bet—Betts Bros. Sp. Co., Inc., San Francisco, Cal.
Cha—Champion Auto Sp. Co., St. Louis, Mo.
Del—D. Delany & Son, Newark, N. J.
Det—Detroit Steel Prod. Co., Detroit, Mich.
G-C—Garden City Sp. Works, Chicago, Ill.
Har—Harvey Sp. & Forging Co., Racine, Wis.
I. C.—Iron City Sp. Co., Pittsburgh, Pa.
Lah—Laher Auto Spring Co., Portland, Ore.
Mar—Maremont Mfg. Co., Chicago, Ill.
Mat—Mather Spring Co., Toledo, Ohio.
Mer—E. R. Merrill Spring Co., New York.
Pen—Penn Sp. Works, Baldwinsville, N. Y.
Per—Eaton Bum. & Sp. Co., Cleveland, O.
Row—William & Harvey Rowland, Phila., Pa.
She—Sheldon Axle & Sp. Co., Wilkes-Barre, Pa.
S. P.—Spring Perch Co., Stratford, Conn.
S. S.—Standard Steel Sp. Co., Corapolis, Pa.
Tem—Temme Spring Corp., Chicago, Ill.
Tut—Tuthill Sp. Co., Chicago, Ill.
U. S.—United States Sp. Co., Los Angeles, Cal.

Steering Gear:

CAS—C. A. S. Products Co., Columbus, O.
D-G—Detroit Gear & Machine Co., Detroit, Mich.
Dod—Dodge Bros. Co., Detroit, Mich.
Gem—Gemmer Mfg. Co., Detroit, Mich.
Han—Hannum Mfg. Co., Milwaukee, Wis.
Jac—Saginaw Products Co., Saginaw, Mich.
Lav—Hannum Mfg. Co., Milwaukee, Wis.
Ros—Ross Gear & Tool Co., Lafayette, Ind.
Woh—Wohlrab Gear Co., Racine, Wis.

Wheels:

Arc—Archibald Wheel Co., Lawrence, Mass.
A-W—Auto Wheel Co., Lansing, Mich.
Bet—Bethlehem Steel Co., Bethlehem, Pa.
Bim—Bimel Spoke & Auto Wheel Co., Portland, Ind.
Bud—Budd Wheel Co., Phila., Pa.
Cla—Clark Equip. Co., Buchanan, Mich.
Day—The Dayton Steel Foundry Co., Dayton, Ohio.
Dis—Motor Wheel Corp., Lansing, Mich.
Hay—Hayes Wheel Co., Jackson, Mich.
Hoo—Hoopes, Bro. & Darlington, Inc., West Chester, Pa.
Ind—Indestructible Wheel Co., Lebanon, Ind.
Int—Interstate Foundry Co., Chicago, Ill.
Jon—Phineas, Jones & Co., Hillside, N. J.
Kel—Kelsey Wheel Co., Detroit, Mich.
M-M—Michigan Malleable Iron Co., Detroit.
Mot—Motor Wheel Corp., Lansing, Mich.
Mun—Muncie Wheel Co., Muncie, Ind.
Nor—Northern Wheel Corp., Alma, Mich.
Pru—Prudden Wheel Co., Lansing, Mich.
Roy—Royer Wheel Co., Aurora, Ind.
Sch—St. Marys Wheel & Spoke Co., St. Marys, Ohio.
Smi—Smith Wheel, Inc., Syracuse, N. Y.
StM—St. Marys Wheel Co., St. Marys, O.
Std—Standard Wheel Co., Terre Haute, Ind.
Van—Van Wheel Corp., Oneida, N. Y.
Way—Wayne Wheel Co., Newark, N. Y.

Rim Equipment:

Cle—Cleveland Welding & Mfg. Co. of the Hydraulic Steel Co., Cleveland, Ohio.
Fir—Firestone Steel Prod. Co., Akron, O.
Gdy—Goodwear Tire & Rub. Co., Akron, O.
Hay—Hayes Wheel Co., Jackson, Mich.
Jax—Jaxon Steel Prod. Co., Jackson, Mich.
Kel—Kelsey Wheel Co., Detroit, Mich.
Non—None Supplied.

Motor Bus Chassis Specifications

For Other Chassis Which Are Recommended and Adaptable for Bus Use, See Models Having Sign (§) in the "COMMERCIAL CAR SPECIFICATIONS"

Key of abbreviations, page 35

MAKE AND MODEL	GENERAL					ENGINE				ELECTRICAL SYSTEM				Normal Speed		TRANSMISSION				REAR AXLE			FRONT AXLE		TIRES AND WHEELS				DIMENSIONS (In.)		
		WEIGHT										Battery				CLUTCH	GEARSET								TIRES (In.)				Overall		
	Seating Capacity	Chassis Only	Chassis with Body	Recommended Body Allowance	Wheelbase	Make and Model	Number of Cylinders, Bore and Stroke	Radiator Make	Carburetor Make	Ignition System Make	Generator and Starter Make	Make	Voltage and Amp. Hr. Cap.	High M. P. H.	Low M. P. H.	Type and Make	Make and Model	Number of Forward Speeds	Universal Make	Make and Model	Final Drive	Brake Location	Make and Model	Steering Gear Make	Front	Rear	Wheels—Make	Turning Radius (Ft.)	Floor Height	Length	Width
Ace C	30	6500	11500	5000	204	Con 7T	6-4½x5¾	Own	Zen	Eis	RBo	USL	12–110	35	6.0	D. B-L	B-L 55	4	Pet	Tim 6516	W	A	Tim 1550	Ros	P 36x6	DP 36x6	Bud	34	27½	316	90
Acme 116	18	4910	8460	....	180	Con 6B	6-3¾x5	Per	Zen	Eis	Bos	Wil	6–153	40	.....	D. B-L	B-L 51	4	Blo	Cla B6000	B	A	Shu	Ros	P 32x6	DP 32x6	Mot	.....	21¾	259	83¾
Acme 121	22	5110	9280	....	205	Con 7T	6-4½x5¼	Per	Str	Eis	Bos	Wil	6–153	45	.....	D. B-L	B-L 55	4	Blo	Cla B720	B	A	Shu	Ros	P 32x6	DP 32x6	Mot	.....	21¾	276	83¾
American-LaFrance4R	25	8700	.....	....	196	Own 4R	4-4¾x6	Own	Zen	Bos	N-E	Wil	12–140	27	6.0	D. Own	Own	4	Spi	Own 4R	R	B	Own 4R	Own	P 34x7	DP 34x7	Bud	33	27	298	89¾
American-LaFrance4R	29	9100	.....	....	226	Own 4R	4-4¾x6	Own	Zen	Bos	N-E	Wil	12–140	27	6.0	D. Own	Own	4	Spi	Own 4R	R	B	Own 4R	Own	P 34x7	DP 34x7	Bud	37½	27	328	89¾
Brockway EB	18	3850	6350	2500	153	Wis SU	4-4x5	G&O	Zen	Eis	L-N	Exi	12–220	42	10.0	D. B-L	B-L 30	3	Spi	Col 53000	B	A	Col 5200	Gem	P 32x6	P 34x7	Van	28	28½	243	..
Brockway EB4	18	4000	6400	2500	153	Wis 6Y	6-3¾x5	G&O	Zen	Eis	L-N	Exi	12–220	45	11.0	D. B-L	B-L 30	3	Spi	Col 53000	B	A	Col 5200	Gem	S 30x5	DS 30x5	Bud	28	28½	243	64
Brockway H	22	4975	7975	3000	164	Wis HB	6-3¾x5	G&O	Zen	Eis	L-N	Exi	12–220	45	8.5	D. B-L	B-L 55	4	Spi	Wis 6730	B	....	Shu 5550	Ros	P 32x6	DP 32x6	Bud	30	26½	256	74
Brockway JI	29	7200	11000	5000	221	Wis H	6-4x5	G&O	Zen	Eis	L-N	Exi	12–220	40	6.5	D. B-L	B-L 55	4	Spi	Tim 6522	I	A	She D445	Ros	S 34x7	DS 34x7	Bud	32	26	344¾	90
Clinton 65B	30	5925	8700	2725	184	Wau CU	4-4⅜x5¾	Own	Zen	Bos	Bos	Pol	6–180	30	3.0	D. B-L	B-L 55	4	Blo	Tim 6566	W	A	Tim 1544B	Ros	P 36x6	DP 36x6	Bud	37	30	270	75½
Clinton 65BS	35	6600	9600	3000	220	Wau DU	4-4½x6¼	Own	Zen	Bos	Bos	Pol	6–180	35	3.0	D. B-L	B-L 55	4	Blo	Tim 6516	W	A	Tim 1550	Ros	P 36x6	DP 36x6	Bud	40	26	286	90
Commerce 60	25	.....	.....	3000	229	Con 6B	6-3¾x5	Lon	Zen	Bos	Bos	Wil	6–153	35	6.0	D. B-L	B-L 60H	4	Blo	Tim 6516	W	A	Tim 1550	Ros	P 36x6	DP 36x6	Bud	.....	20½	330	90
Commerce 65	29	8220	.....	3500	242	Con 14H	6-4½x5¾	Fed	Zen	Bos	L-N	Wil	12–153	35	5.0	D. B-L	B-L 60H	4	Blo	Tim 6516	W	A	Tim 1550	Ros	P 36x6	DP 36x6	Bud	.....	20½	343	90
Concord	...	.....	.....	....	216	Bud Bus	6-4x5⅛	Own	Zen	Bos	L-N	.....	.....	...	...	D. B-L	B-L 51	4	Blo	Tim 6571S	W	A	Shu 5550B	Ros	P 32x6	DP 32x6	Bud	.....	.....	.....	....
Corbitt BRT	18	5630	.....	3000	184	Con 7T	6-4½x5¼	Per	Zen	L-N	L-N	Pol	12–220	40	5.0	D. B-L	B-L 51	4	Spi	Cla 720	B	A	.....	Ros	P 32x6	DP32x6	Bud	32	26½	.....	90
Corbitt HD	25	6700	.....	....	230	Con 7T	6-4½x5¼	Per	Zen	L-N	L-N	Pol	12–220	40	5.0	D. B-L	B-L 55	4	Spi	Tim 6522CS	W	E	Tim 1650	Ros	P 36x6	DP36x6	Bud	39	27	340	84
Day-Elder 20	...	5200	7700	2500	168	Bud KBU	4-4x5¼	Bus	Zen	Eis	Bos	Wil	6–153	35	10.0	D. B-L	B-L 35	4	Spi	Tim 6462	W	A	Tim 1526	Gem	P 36x6	P 38x7	Van	30	32	246½	70½
Day-Elder 25	...	5600	8600	3000	180	Con 6B	6-3¾x5	Bus	Zen	Eis	Bos	Wil	6–153	35	7.0	D. B-L	B-L 51	4	Spi	Tim 6566	W	A	Tim 1544	Gem	P 36x6	P 40x8	Bud	30	32	260	75½
Day-Elder 30	...	7000	11000	4000	196	Bud Bus	6-4x5⅛	Bus	Zen	Eis	L-N	Wil	6–153	35	7.0	D. B-L	B-L 51	4	Spi	Huck 85	R	A	She D445	Gem	P 36x6	P 36x6	Bud	27	25	293	90
Denby 36	30	7000	10500	3500	216	Con 6B	6-3¾x5	Lon	Zen	RBo	RBo	Wil	12–153	30	.....	D. Ful	Ful GU14	4	Blo	Cla 3D	I	A	Shu 610B	Ros	P 36x6	DP 36x6	Bud	34	21	294	91
Dorris M4 Parlor Car	17	4200	7700	3500	176	Own	4-4¼x5½	Mod	Str	Bos	Bos	Wil	6–130	40	5.0	D. B-L	B-L 51	4	Spi	Wis DR	R	B	Tim	Ros	P 32x6	DP 32x6	Bud	32	23½	264	84
Dorris L6 Parlor Car	25	6475	11000	....	224	Own	6-4x5	Mod	Str	Bos	N-E	Wil	12–153	35	5.0	D. B-L	B-L 55	4	Spi	Wis DR	R	B	Tim 1560	Ros	P 36x6	DP 36x6	Bud	36	24	309	90
Dorris L6 (gas elec.)	29	7875	12875	4500	224	Own	6-4x5	Mod	Str	Bos	N-E	Wil	12–130	35	5.0	Non	Non	....	Spi	Wis DR	R	A	Tim 1560	Ros	S 34x7	DS 34x7	Bud	36	23	309	92
Dorris M6 Parlor Car	21	5100	9075	3500	190	Own	6-4x5	Mod	Str	Bos	Bos	Wil	6–130	35	5.0	D. B-L	B-L 51	4	Spi	Wis 42B	R	B	Tim 1473	Ros	P 32x6	DP 32x6	Bud	36	22½	282	90
Fageol Parlor Car	26	6770	10550	....	230	HaS 75	6-4½x5½	Lon	Zen	Del	Del	USL	12–118	35	7.0	D. B-L	B-L 55	4	Spi	Tim 65190	W	A	Tim 1550	Ros	P 36x6	DP 36x6	Bud	38½	20¾	342	89
Fageol Street Car	29	6480	10000	....	218	HaS 50.	4-4¼x5½	Lon	Zen	Del	Del	USL	12–118	35	7.0	D. B-L	B-L 55	4	Spi	Tim 65190	W	A	Tim 1524	Ros	P 36x6	DP 36x6	Bud	38	22½	339	89
Federal	25	5450	.....	2500	190	Con 6B	6-3¾x5	Mod	Zen	Eis	Rem	Exi	6–185	35	6.0	P. B &B	Det R400	4	Spi	Tim 6566	W	A	Own	Gem	P 32x6	DP 32x6	Bud	28	30	266⅜	....
Fifth Ave. J	25	5850	8530	2780	172	Yell EZ	4-4x6	Own	Zen	Eis	N-E	Wil	12–90	30	7.5	P. Own	Own J	4	Sne	Tim 6412	W	A	Tim 1523	Ros	P 36x6	DP 36x6	Bud	33	29½	277	87½
Fifth Ave. L	55	6850	12040	5190	174¾	Yell EZ	4-4x6	Own	Zen	Eis	N-E	Wil	12–90	27	5.0	P. Own	Own L	4	Sne	Own L	I	B	Own L	Ros	S 36x5	DS 36x5	Own	33	25	296	90
Garford 51D	29	6500	9900	3400	187	Bud Bus	6-4x5⅛	Own	Str	Spl	Rem	Wil	6–190	35	5.0	D Own	Own 51D	8	Spi	Tim 6516	W	A	Tim 1550	Ros	P 36x6	P 36x6	Day	30	28¼	295	91
Garford KB	21	3300	6000	2400	180	Wis Y.	6-3-⅝x5	Lon	Zen	A-L	A-L	Wil	6–135	35	7.3	D. B-L	B-L 31	3	U-M	Tim 5620H	B	E	Tim 1473H	Lav	S 32x6	S 34x7	Day	28	23	.....	84
Garford CB	29	6900	11300	4400	220	Wis Z	6-4½x5	Lon	Zen	Spl	N-L	Wil	12–153	57	11.9	D. B-L	B-L 60S	4	Spi	Tim 6521	W	E	Tim 1560C	Ros	S 36x6	DP 36x6	Bud	35	23	.....	....
Gary 45B	40	.....	.....	.....	220	Bud GL6	6-4½x6	Chi	Str	Rem	Rem	.....	.....	...	...	. Ful	Ful	4	Spi	Tim	W	..	Tim	Ros	P 36x6	DP 36x6	Bud	.....	26	298	....
Gotfredson 56B–60	60	.....	.....	.....	228½	Bud GL6	6-4½x6	McC	Zen	RBo	N-E	Wil	12–250	...	.....	P. B & B	B-L	4	Spi	Tim 6422	W	C	Tim	Ros	P 36x8	P 36x8	Bud	.....	24 7/16	.....	....
Gotfredson 50B–29	29	.....	.....	.....	208°	Bud BU-1	6-4x5½	McC	Zen	RBo	N-E	Wil	12–250	...	.....	P. B& B	B-L	4	Spi	Tim 6521	W	E	Tim	Ros	P 36x6	P 36x6	Bud	.....	24 7/16	.....	....
Graham Bros. YB	21	3700	6200	2500	158	Dodge	4-3⅞x4½	McC	Dod	N-E	N-E	Exi	12–90	30	4.0	D. Dod	Dod	3	U-P	Own	S	A	Own	Dod	P 32x6	P 34x7	Cla	30	27½	248	86
Gramm & Kin. 6–15	15	3100	5100	2000	164	Con 8R	6-3⅝x5½	Own	Zen	A-L	A-L	USL	6–135	50	5.0	. Cov	Cov	3	Thei	Eat	B	E	Col 5300	Ros	P 30x5	P 30x5	Smi	.....	28½	.....	....
Gramm & Kin. 6–20	20	4180	7180	3000	184°	Con 6B	6-3¾x5	Own	Zen	A-L	A-L	USL	6.135	50	5.0	D. Ful	Ful GU	4	Thei	Eat 1502	B	B	Col 5200	Ros	P 32x6	P 32x6	Smi	.....	21	247	....
Gramm & Kin. 6–25	25	4750	7750	3000	184°	Con 6B	6-3¾x5	Own	Zen	A-L	A-L	USL	6–135	40	5.0	D. Ful	Ful GU	4	Thei	Wis 70A	R	E	Col 5200	Ros	P 32x6	P 34x7	Smi	.....	22	247	....
Grass Premier ZR3	22	5150	8600	3500	200	Wau	6-4⅜x5¾	Chi	Str	Eis	Bos	Exi	6–	40	2.0	D. B-L	B-L 55	7	Spi	Tim 6566	W	E	Con	Ros	P 32x6	DP 32x6	Van	33	22	298	89
Guilder 20	17	3650	.....	.....	152	Con 8R	6-3⅝x4½	G&O	Zen	.....	Bos	.....	.....	...	...	D. B-L	B.-L 31	3	.....	Cla 501	B	...	Shu 5400	Ros	P 36x5	DP 33x5	Bud	.....	25	.....	....
Guilder 26	21	.....	.....	.....	180	Con 6B	6-3¾x5	G&O	Zen	Bos	Bos	.....	.....	...	...	. B-L	B-L 51	3	Spi	Wis 3720	R	...	She	Ros	P 32x6	DP 32x6	Bud	.....	26	.....	....
Guilder 35	25	.....	.....	.....	204	Con 6B	6-3¾x5	G&O	Zen	Bos	Bos	Wil	6–	...	...	D. B-L	B-L 51	4	.....	.....	R	A	.....	Ros	P 32x6	P 34x7	Bud	.....	.....	.....	....
Guilder 36	25	6000	.....	.....	204	Bud Bus	6-4x5½	G&O	Zen	.....	L-N	.....	.....	...	...	D.	B-L 51	4	.....	Wis 1300K	R	....	She 445	.....	S 36x6	DS 36x6	Bud	.....	26	.....	....
Hahn K	27	4900	8400	....	198	Con 6B	6-3¾x5	Chi	Sch	Bos	Del	Wil	12–220	...	5.0	D. B-L	B-L	4	Spi	Wis 6730	R	A	She D484	Ros	S 32x6	DS 32x6	Bud	.....	27	Opt	Opt
Hahn L	35	6800	10300	....	245	Con 14H	6-4½x5¾	Chi	Sch	Bos	N-E	Wil	12–220	...	5.0	D. B-L	B-L 60	4	Spi	Tim 6530	R	A	She D445	Ros	S 38x7	DS 38x7	Bud	.....	28	Opt	Opt
Hahn O	20	4700	7500	....	144	Her OX	4-4x5	Chi	Str	Bos	L-N	Wil	6–110	...	7.0	D. B-L	B-L	3	Spi	Wis 6736	R	A	Wis 11A	Ros	S 32x6	S 32x6	Bud	.....	25	Opt	Opt
Int. Harvester SL	16	.....	.....	.....	150	Lyc Spec	4-3½x5	.....	Own	Con	A-L	Pol	6–100	35	.....	D. Mun	Mun	3	Own	Eat	I	A	Eat	Ros	S 33x5	S 33x5	Own	.....	24	217	56
Kissel	21	.....	7725	2400	182	Own CB6	6-3 1/16x5⅛	Fed	Str	Rem	Rem	Wil	6–240	45	.....	P. B&B	W-G	3	Spi	Tim 5620H	B	E	Tim 2341H	Ros	P 32x6	P 34x7	Bud	.....	24	248	....
Larrabee X–2, L–10	15	3450	4850	1400	155	Con 8R	6-3-⅝x4½	Fed	Zen	Bos	Bos	Exi	6–80	40	8.0	D. B-L	B-L 31	3	Sne	Sal D	B	A	Sal	Gem	S 34x5	S 34x5	Ind	27	29	220	70
Larrabee XH4	25	6890	10000	3000	220	Con 6B	6-3¾x5	Fed	Zen	L-N	L-N	Exi	12–240	35	5.0	D. B-L	B-L 31	3	Spi	She	W	A	Shu 5550B	Ros	P 32x6	DP 32x6	Bud	28	25	262	86
Maccar	...	7500	12000	4500	228¾	Bud Bus	6-4x5½	Bus	Str	DJ	Bos	Pol	6–240	40	7.5	D. B-L	B-L 55	4	Spi	Tim 6522S	R	A	Shu 610B	Ros	P 34x7	DP 34x7	Bud	34	27½	340½	88

Kelly Truck Business Grows

Officers of the Kelly-Springfield Motor Truck and Bus Corporation state that business at the plant is steadily increasing as a result of the improvement in production and opening up of numerous distribution channels. The new organization was considerably handicapped for a time by reason of the difficulty in securing materials, due to the lateness of its getting into the market, it being customary in the industry to place orders for material several months in advance of the time required.

The company is opening up a New York branch to handle the large eastern accounts and to expedite development of the export trade. The New York branch is located in Long Island City and will be managed by thoroughly experienced truck men, who are making plans to substantially rejuvenate the former prestige of the Kelly-Springfield truck among the large eastern operators.

Continental Ready for Argyll Engine Production

The Continental Motors Corp. has an increase in surplus of $1,011,761.64. After deducting taxes, depreciation, etc., $1,011,578.06 is available for dividends. Cash on hand and in banks is listed at $4,065,150.40. Inventories amounted to $7,142,466.20. The statement shows a surplus account of $10,656,036.51.

At a meeting of the Board of Directors held Tuesday, June 29th, the regular quarterly dividend, at the rate of 80 cents a share per annum, was declared.

Marvel Output Gains 67%

The Marvel Carburetor Co. has enjoyed a 67 per cent increase in production during the past six months, compared with the similar period in 1925. Production of replacement units, which have been brought out for practically all makes of cars, has shown a 40 per cent increase during the same period.

Autocar Dump Truck Sales Double

Autocar Co. reports a 117 per cent increase in sales of its three-ton dump truck in the first quarter of the year, which the company says is due in large part to increased road building activities in many parts of the country.

Federal Aid Law Signed

The $165,000,000 Federal Aid highway bill, providing $82,500,000 Federal Aid for each of the fiscal years of 1927-1928, has been signed by the President.

Elgin will be the hub of a new motor bus company organized by Britton I. Budd of Chicago, who has been chosen president. It will be known as the Western Motor Coach Company and will operate through northern Illinois and southern Wisconsin, and connecting with other bus lines of central and southern Illinois, Indiana and Iowa.

Electric Commercial Cars

Name and Model Number	Total Weight Resting on Four Tires	Chassis Weight—Exclusive of Battery	Minimum Load Capacity	Maximum Load Capacity	Chassis Price	Maximum Speed	Location of Battery	Mileage Per Charge	Motor	Controller	Speeds Forward	Drive	Rear Axle	Spring	Front Tires	Rear Tires	Steering Gear	Wheelbase	Per Cent of Weight on Rear Wheels
Autocar E 1F	10000	3650	.....	.....	2400	.....	A	.....	G-E	G-E	5	R	Own	Row	S 34x4	S 34x5	Ros	107	60
Autocar E 2D	15000	4300	.....	.....	2800	.....	A	.....	G-E	G-E	5	R	Own	Row	S 34x5	S 34x6	Ros	120	60
Autocar E 3H	18000	4900	.....	.....	3200	.....	A	.....	G-E	G-E	5	R	Own	Row	S 34x5	S 36x8	Ros	131	60
Autocar E 4Y	26000	6800	.....	.....	4000	.....	A	.....	G-E	G-E	5	R	Own	Row	S 34x6	DS36x6	Ros	138	60
Autocar E 5M	30000	7200	.....	.....	4300	.....	A	.....	G-E	G-E	5	R	Own	Row	S 36x7	DS36x7	Ros	138	60
C-T-H1	5600	2400	.....	.....	.....	14	A	55	G-E	Own	4	Own	F	She	S 36x3½	S 36x4	W	108	67
C-T F-1.5	6600	2800	.....	.....	.....	14	A	60	G-E	Own	4	Own	F	She	S 36x3½	S 36x4	W	94	67
C-T H-1.5	6600	2800	.....	.....	.....	14	A	60	G-E	Own	4	Own	F	She	S 36x3½	S 36x4	W	116	67
C-T F-2	8000	3100	.....	.....	.....	14	A	50	G-E	Own	4	Own	F	She	S 36x3½	S 36x5	W	96	67
C-T H-2	8000	3100	.....	.....	.....	14	A	50	G-E	Own	4	Own	F	She	S 36x3½	S 36x5	W	124	67
C-T F-4	11950	4200	.....	.....	.....	12	A	50	G-E	Own	4	Own	F	She	S 36x4	DS36x4	W	116	67
C-T A-7	17700	5800	.....	.....	.....	11	A	45	G-E	Own	4	I	D	She	S 36x6	DS36x4	W	122	58
C-T F-7	17900	6000	.....	.....	.....	11	A	45	G-E	Own	4	Own	F	She	S 36x5	DS36x5	W	136	67
C-T A-10	22250	6500	.....	.....	.....	10	A	45	G-E	Own	4	I	D	She	S 36x7	DS36x5	W	132	58
C-T F-10	22750	7000	.....	.....	.....	10	A	45	G-E	Own	4	Own	F	She	S 36x6	DS36x6	W	152	67
Electruck 48	8700	3600	2000	3000	2000	15	A	50	G-E	G-E	4	C	Own	Eat	S 34x4	S 34x5	Ros	112	60
Electruck 39	10400	4200	4000	5000	2500	15	A	50	G-E	G-E	4	C	Own	Eat	S 34x4	S 34x6	Gem	122	60
Electruck 27	32000	12200	15000	20000	6000	12	A	50	G-E	Own	5	C	Own	Eat	S 36x7	S 40x14	Gem	168	70
Milburn 43	3790	1690	1000	1500	1585	17	H	50	G-E	Own	4	W	She	She	P 32x4½	P 32x4½	Ros	115	60
O. B-B	.....	.....	.....	.....	.....	13	.....	.....	G-E	Own	.....	C	D	.....	S 36x4	DS36x3½	Own	107	.....
O. B-C	.....	.....	.....	.....	.....	11	.....	.....	G-E	Own	.....	C	D	.....	S 36x5	DS36x4	Own	135	.....
O. B-D	.....	.....	.....	.....	.....	10	.....	.....	G-E	Own	.....	C	D	.....	S 36x6	DS36x5	Own	143	.....
Steinmetz 15	6800	2200	1000	2250	1800	18	H&S	60	Own	Own	4	R	Own	Lig	P 32x4½	P 32x4½	Lav	114	55
Walker 12	.....	1900	.....	.....	.....	15	H&S	50	G-E	Own	4	.....	Tim	Det	S 36x3½	S 36x3½	Ros	104	66
Walker 18	.....	3000	.....	.....	.....	14	A	50	Wes	Own	5	Own	Own	Mat	S 34x3	S 36x4	Ros	94	66
Walker 24	.....	3200	.....	.....	.....	13	A	50	Wes	Own	5	Own	Own	Mat	S 34x3½	S 36x5	Ros	101	66
Walker 42	.....	4200	.....	.....	.....	13	A	50	Wes	Own	5	Own	Own	Mat	S 36x4	S 36x6	Ros	114	66
Walker 60	.....	6500	.....	.....	.....	11	A	40	G-E	Own	5	Own	Own	Mat	S 36x5	DS40x5	Ros	131	66
Walker 70	.....	7200	.....	.....	.....	10	A	40	G-E	Own	5	Own	Own	Mat	S 36x6	DS40x6	Ros	141	66
Ward A211	4650	1800	600	1150	.....	15	S	75	G-E	Own	4	W	She	She	S 32x3	S 32x3½	Own	88	56
Ward B-222	6000	2300	1020	1700	.....	14	S	84	G-E	Own	4	W	She	She	S 32x3½	S 32x4	Own	91	62
Ward C-211	8000	2670	2170	2880	.....	13	S	65	G-E	Own	4	W	She	She	S 32x3½	S 34x5	Own	96	64
Ward E-211	12000	3570	4290	5430	.....	12½	S	56½	G-E	Own	4	W	She	She	S 34x4	S 36x6	Own	108	65
Ward G-211	16000	4500	6180	7760	.....	11	S	44	G-E	Own	5	W	She	She	S 36x5	S 36x8	Own	120	68
Ward J-211	22500	6630	9500	11200	.....	10	S	39½	G-E	Own	5	W	She	She	S 36x6	S 36x10	Own	136	70
Ward M-211	30000	8430	13780	15920	.....	9	S	36	G-E	Own	5	W	She	She	S 36x7	DS36x7	Own	152	71

NOTE: Battery Equipment on all above makes is at the option of the purchaser. Battery Location Abbreviations: A-amidships; H-under hood; and S-under seat

Reducing Trucking Expense

(Continued from page 14)

greater work capacity would show a saving. In most cases the loading and unloading situation can be solved but the traffic congestion is not so readily handled.

If the cost of traffic congestion and the showing up of motor vehicle traffic, caused by horse-drawn equipment, was translated into dollars, it would reach a staggering total. Our cities cannot afford to allow it to continue much longer.

The fact that the horse is in a large measure responsible for this condition will eventually cause the elimination of old Dobbin from congested areas. Rendering a minimum of service, horses take up a maximum of space. The average horse-drawn vehicle of five tons' capacity occupies about 275 sq. ft., while a motor truck of like capacity takes up only 175 sq. ft. This additional demand on precious space is aggravated by the fact that the horse-drawn vehicles move very slowly, and therefore intensify congestion. At terminals one can readily observe the reduction in vehicular tonnage capacity and the increase in cost per ton-mile when horse-drawn trucks instead of motors are used.

The fact that a campaign for the complete abolition of the horse on main city thoroughfares is being waged in London and several other large cities should cause many concerns now using horse-drawn equipment in city areas to take notice of the unmistakable trend towards the passing of the horse on city streets. It is asserted by one London authority who has delved into the proposal from every angle that if a 90-day experiment of barring the horse in certain zones were carried out, the public would never again want to go back to the present "Freedom" of the road with respect to horse-drawn vehicles.

A short time ago, in New York City, the American Railway Express Company replaced 138 wagons and 330 horses with 84 electric trucks. In so doing, they saved 48,000 sq. ft. of floor space in a location where a conservative estimate of the value of floor space is $2 a sq. ft. a year or $96,000 worth of floor space. Not only did this save floor space, but it conserved street space. Three hundred and thirty horses and 138 wagons would cover 16½ city blocks of streets. The 84 electrics would cover seven blocks only.

In 1917, there were 108,036 horses in New York City. There are 50,000 at the present time. As these figures indicate, the horse is gradually disappearing. However, those still on city streets add immeasurably to the congestion and traffic problems. **Those who are helping conserve city street space by eliminating horses are assisting in solving one of the gravest of our civic problems.**

The foregoing includes suggestions as to methods for the transport user to reduce his trucking expense. The following is a brief outline of some things the truck manufacturer has been doing to help lower hauling costs. Engineering research work has brought many valuable improvements to the motor truck.

The motor truck of today has a greater work capacity than men have ever known before. It provides carrying capacity, power and speed, to meet all the varying conditions which a motor truck must encounter.

It has greater reliability, i. e., freedom from breakdown. It has ability to work continuously. This has been brought about by the development of special alloy steels and scientifically standardized methods of heat treating.

It has longer life provided through the improved quality of materials just mentioned. Increased factors of safety in design makes for longer life and freedom from needing replacement parts.

The up to date motor truck is designed so that all parts—particularly those subject to wear—are accessible. This simplified design makes repairs and adjustments easy and reduces "time out of service." It cuts labor cost on repairs.

Greater economy is being secured through improved methods of carburetion and devices for straining the air before it enters the carburetor.

Greater adaptability and increased work capacity is being secured by the use of multiple speed transmissions. This permits faster road speeds without racing the engine and at the same time gives reserve pulling power for tough going.

All this means lower cost per mile for the user.

Drastic Law *Against* Motor Oil Substitutors

New York State Statute Permits Manufacturers to Recover $100 for Each Sale of Spurious Oil Proved Against Dealers

NEW YORK now offers her sister states a model statute for the protection of car owners against dishonest garagemen who reap an ill-gotten harvest by substituting spurious lubricating oils for high grade lubricants ordered and paid for by motorists. An amendment to the General Business Law of the State, which took effect on July 1st, is expected to facilitate the detection of these frauds and the punishment of the offenders. The wide extent of the practice at which the new law is aimed is indicated by a recent statement made from the Bench of presiding Justice George W. Simpson of the New York Commercial Frauds Court, who said that fifty per cent of the purchasers of automobile lubricating oil received an article inferior to what they pay for and think they are getting. Justice Simpson declared that information recently brought to his attention as a result of investigation by the American Fair Trade League **indicated that damage to motor equipment due to spurious lubricants amounts to many millions of dollars a year.**

The New York State law was passed by the last legislature with the approval of the Bureau of Weights and Measures of the State Department of Farms and Markets, after a test investigation of service stations in Albany and the vicinity. A representative of the Bureau, accompanying an investigator for one of the manufacturers of lubricating oils, made fifteen calls on service stations selected at random. Out of the fifteen, the investigator was told that seven stations did not keep the particular brand of oil called for. Two stations sold the genuine oil ordered. **The remaining six sold an oil which proved on chemical analysis to be spurious.** The Bureau was informed at the same time that similar investigations in Washington, Detroit, Philadelphia and other cities showed that the percentage of spurious oils sold in these districts has been about the same as in Albany.

Makes it Unlawful

The new statute makes it unlawful "to fill with a spurious or substitute article any order for a lubricating oil for an internal combustion engine, if such oil ordered is designated by a trademark or distinctive trade name, unless and until it is explained to the person giving the order that the article offered is not the article that he has ordered, and the purchaser shall thereupon elect to take the substitute article that is being offered to him."

The Act provides that "any person violating this section, and any person, firm or corporation whose servant, agent or other employee violates this section in the course of his employment, shall forfeit to the manufacturer whose product was ordered, or to the proprietor of the trademark or trade name by which the article ordered was designated by the purchaser, as the case may be, one hundred dollars, for each offense, to be recovered by suit by the person, firm or corporation claiming the penalty, against the person, firm or corporation from whom the penalty is claimed."

Difficult to Detect

Manufacturers of high grade automotive lubricants informed the Bureau that while the existing State laws were definite and drastic in relation to the misuse of brands and trademarks, it was very difficult in fact almost impossible, for the average motorist to detect substitution in lubricating oils. The usual practice, when oil is bought, is to have it poured from an open measure into the crankcase, where it becomes mixed with other oil and contaminated with gasoline, carbon and other impurities already present. If a sample of the oil is taken from the crankcase after this mixing, it is impossible to determine either the kind of oil delivered or its condition when delivered. When engine trouble develops, the motorist may suspect that it is due to defective lubrication. He may know that he has ordered a high grade oil. He may have seen it taken from a container labeled with the name of his favorite brand. But he has no assurance that this container really held the kind of oil he wanted.

The only possible way for the motorist to determine the genuineness of his oil is to get a sample before it is mixed with impurities in the crankcase and have it analyzed. The oil may look all right. It is only by chemical analysis that its quality may be determined and few motorists are willing to take the trouble to collect uncontaminated samples of oil and take them to a chemist. **The responsibility of protecting the consumer, therefore, has devolved upon the oil manufacturers.**

The purpose of the new statute is to help the manufacturer suppress substitution and make it easy for him to bring the offender to justice.

$100 Penalty

By providing a penalty of $100 for each substitution offense, the State authorities believe they have given the manufacturers of high grade lubricants an effective weapon. Under the new law, all that is necessary is for the complainant to prove that the oil complained of was purchased from the defendant and to show by chemical analysis that it is not the article ordered and paid for.

Motorists who suspect that they are being preyed upon in this manner by dishonest garage men, can put the nearest sales representative of the oil manufacturer upon the trail of the alleged offender, leaving it to the manufacturer's representative to collect the evidence, prosecute and have the legal penalty imposed.

In a recent statement, based upon the results of an investigation of lubricating oil sales in New York City, the American Fair Trade League estimates that the average car owner suffers a loss of $50 or $60 a year through damages to bearings due to spurious oils foisted upon him by substituting. Multiplying this sum by 20,000,000, the approximate number of licensed motor vehicles in the United States, brings the total loss from the use of spurious lubricants in the entire country up to the staggering figure of $1,000,000,000 a year.

Private Shows Get the Business

(Continued from page 15)

prospects and one to a local retail buyer as a direct result of the exhibition and in adition to outside business. Such results at the very moderate cost involved are very beneficial in encouraging the dealers and the salesmen at the beginning of the season's campaign, when such pepping up is calculated to be of the most benefit. Certainly the results more than justify the time and money spent on the shows which will be continued as an annual feature by this progressive southern distributing organization.

Pictorial Review

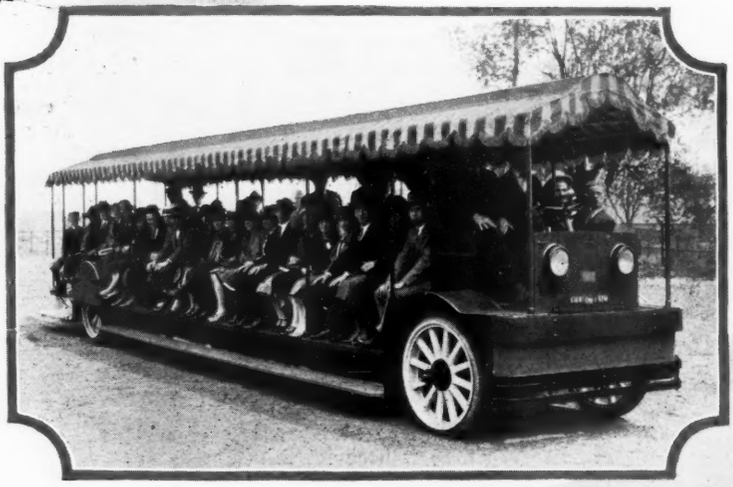
Interesting Items Caught by the Ever-Ready Camera

Above: International Harvester bus serving Davis Islands, the de luxe resort

The service to the well-known $30,000,000 Florida development is provided by the Florida Blue Line. This company operates 24 coaches of the same type in various parts of Florida

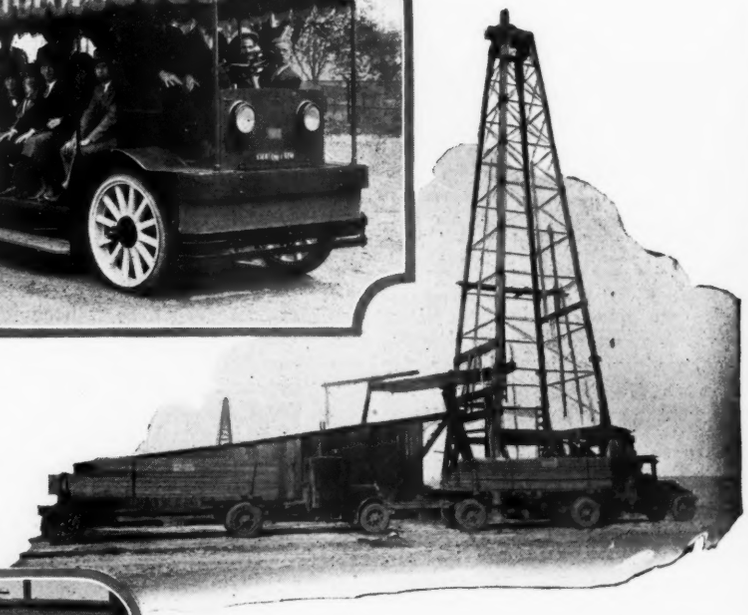
Left: Volume and speed important factors in ink delivery

To secure these assests a Philadelphia concern purchased a 5-ton Hahn truck and a Heil tank body. Ink can be handled easily by truck provided the ink can be kept in a fluid so that it can be unloaded by a power pump



Right: Sesqui-Centennial visitors provided excellent sight-seeing facilities

A fleet of 25 C-T electric buses with special Brill bodies travel the boulevards of the 750-acre exposition. It is operated by the Philadelphia Rapid Transit company. Each bus seats 40 and is manned by a crew of two



Right: Trucks and trailers facilitate oil field development

Without them speed and economy would be impossible. Trailers are used extensively because of road conditions. The illustration shows Republic oil fie'd specials hauling lumber for derricks in the oil country around Okmulgee, Oklahoma

Left: Long distance transporting unit of the Walker Creamery Products Co., Warren, Pa.

Mounted on a Larrabee-Deyo chassis this body with a capacity of 240 five-gallon cans is stated to be one of the largest ice-cream carrying bodies designed. It also carries 700 lb. of ice and salt for cooling

Rolled Steel Truck Wheels
formed from I-Beams

The truck in the illustration, one of a fleet of Garford trucks, owned and operated by O'Dowd's Dairy Company, Pine Brook, New Jersey, is equipped with Bethlehem Rolled Steel Truck Wheels.

BETHLEHEM STEEL COMPANY, *General Offices:* BETHLEHEM, PA.

District Offices in Boston, New York, Philadelphia, Baltimore, Washington, Atlanta, Pittsburgh, Buffalo, Cleveland, Detroit, Chicago, Cincinnati, St. Louis, San Francisco, Seattle, Portland, Los Angeles

BETHLEHEM

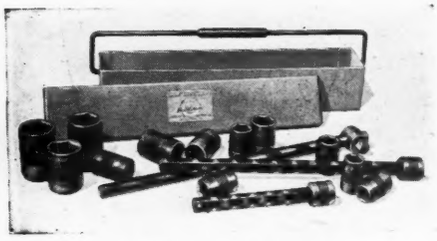
Splitdorf Making New Heavy Duty Wrench Set

The Splitdorf Electrical Company, Newark, N. J., is placing on the market a truck and bus service station socket wrench set—a new Bethlehem "F" Set. Designed for heavy duty work the addition of ¾", 13/16 and ⅞" sockets to the smallest set brings up the equipment of the set to twelve sockets from ¾" to 1½" inclusive. All sockets in this set are double depth, sufficient to take two nuts and bolt extension where necessary. The new list of this set is $18.50.

The Bethlehem "D" set, having sockets only 1/32" apart provides a tight-fitting socket for every over-size or under-size nut. These sockets are broached from solid bars of special alloy steel. They are carefully machined, cyanide hardened, chamberfed, knurled and tapered. Surface is copper oxidized and burnished. The list on this set is $15.50.

Bethlehem standard wrench lines in the smaller sizes are being continued with refinements called for in a higher grade of electrical and general utility work.

Bethlehem "D" Set



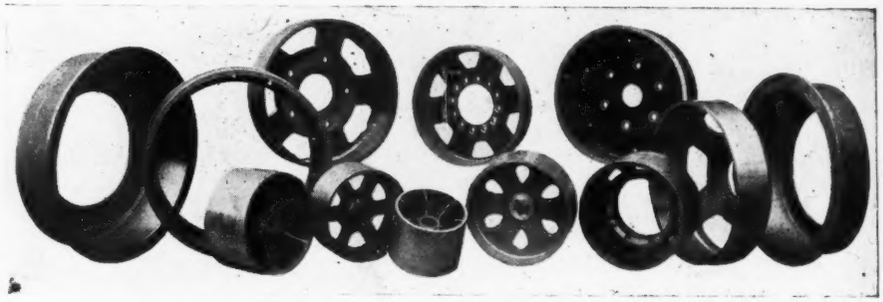
Bethlehem "F" Set

Brake Castings of Gun Iron

Hunt-Spiller Mfg. Corp., Boston, are making brake drums of a highly refined air furnace known as Hunt-Spiller Gun Iron. The iron has been produced by the company and its predecessors in the same locality for more than 100 years.

The term "Gun Iron" dates back to Civil War days, or before, when the iron was used in the manufacture of ordnance. It has been used for many years in locomotive service.

Drive shaft and rear brake drums are made of the Gun Iron and, it is claimed, that the material produces a smooth wearing surface that does not flake nor imbed itself in the fabric of the lining. Strength and long wearing qualities are claimed for the drums which are produced in more than one hundred different designs. The drums are furnished machine-finished and ready to assemble.

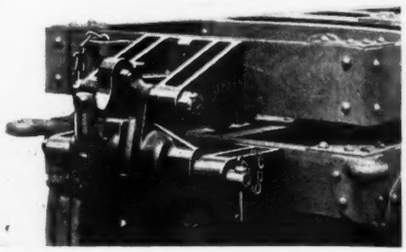


Hunt-Spiller Mfg. Corp., use gun metal to secure strength and quality

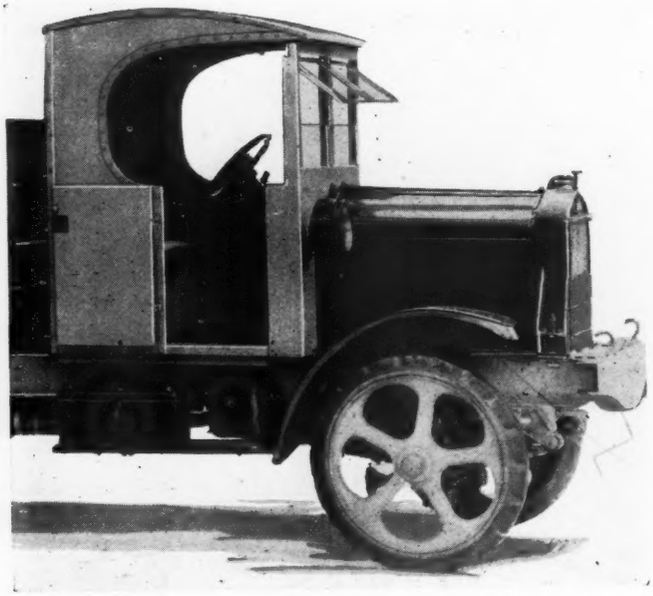
Coupling Lock for Four-Wheel Trailers

A coupling lock for use on four-wheel reversible trailers of the circle steering type has recently been perfected by the Detroit Trailer & Machine Co. The device, as shown in the illustration, locks the main frame and sub-frame rigidly together. The towing attachment has been combined with the lock in such a manner that when the draw bar is connected the lock and attachment fold back out of the way.

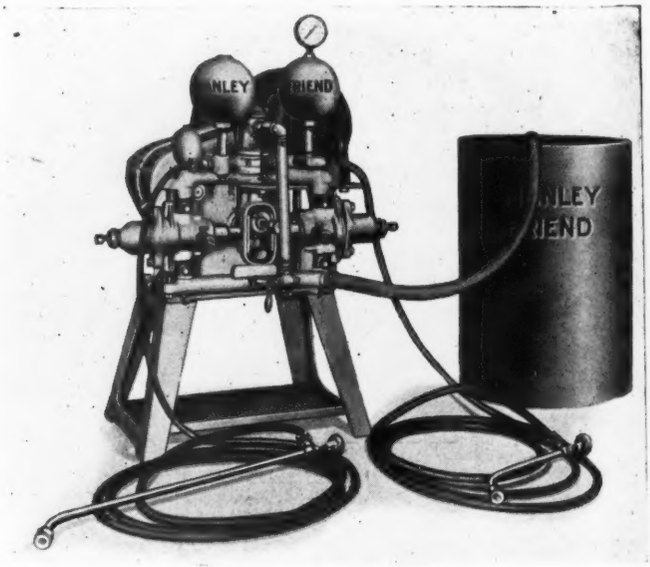
An adjustment is provided in the upper of the locking mechanism to keep the front and rear wheels in line. This is accomplished by small washers which are removed from one side and put in the other. A standard size pintle hook is used for towing so that any make of trailer may be towed.



Locks main to sub-frame



Structural and sheet steel Metro Duplex Cab mounted on a model 52-D White chassis. Several hundred of these cabs are being used as factory equipment on Whites



New Manley-Friend Washer. It is of the straight water pressure type. Description appeared in recent issue

HE DOESN'T NEED TO BE HUSKY

TIME was when a bus driver had to be a husky fellow—a lightweight couldn't handle a big passenger coach. But that was before the Ross Cam and Lever Steering Gear made steering so easy. Now a Ross-equipped bus can thread its way through tangled traffic as swiftly and securely as a light car—and without a Sandow at the helm. Ross keeps drivers satisfied. That's just one advantage. Let us talk over all of them with you.

ROSS GEAR AND TOOL COMPANY . . Lafayette, Indiana

Member Motor Truck Industries, Inc., of America

ROSS

CAM *and* LEVER STEERING GEARS

EASIER STEERING LESS ROAD SHOCK

Designed to meet every wrecking requirement

Snyder Slider

The Snyder Slider, a device for unloading, or loading, truck bodies by sliding the body back and tipping it to the ground has been placed on the market by the Snyder Hoist and Body Co., Baltimore, Md.

Unloading is accomplished by a hand operated mechanical hoist, mounted directly on the chassis frame, under a flat or stake body. The hoist carries the body about half its length along the chassis and tilts it until the rear rests on the ground, at an angle of about 40°. The truck is then driven forward and the load slides out of the body, to the ground, without damage or displacement.

The body is pulled back on the frame by means of a link fastened to two ⅜ in. wire steel cable chains. At the rear position the body is tilted by a series of arms which come beneath the forward half of the body and gradually lower it. The body is under control at all times and can be stopped and held in any position. In returning to position the body moves on 4¾ in. rollers but is flush with the chassis in riding position.

Rough lumber is unloaded without being chained. Dressed lumber must be secured by chains. Hollow tile, concrete blocks, brick, lath and shingles are held in place by a tail gate or rope netting.

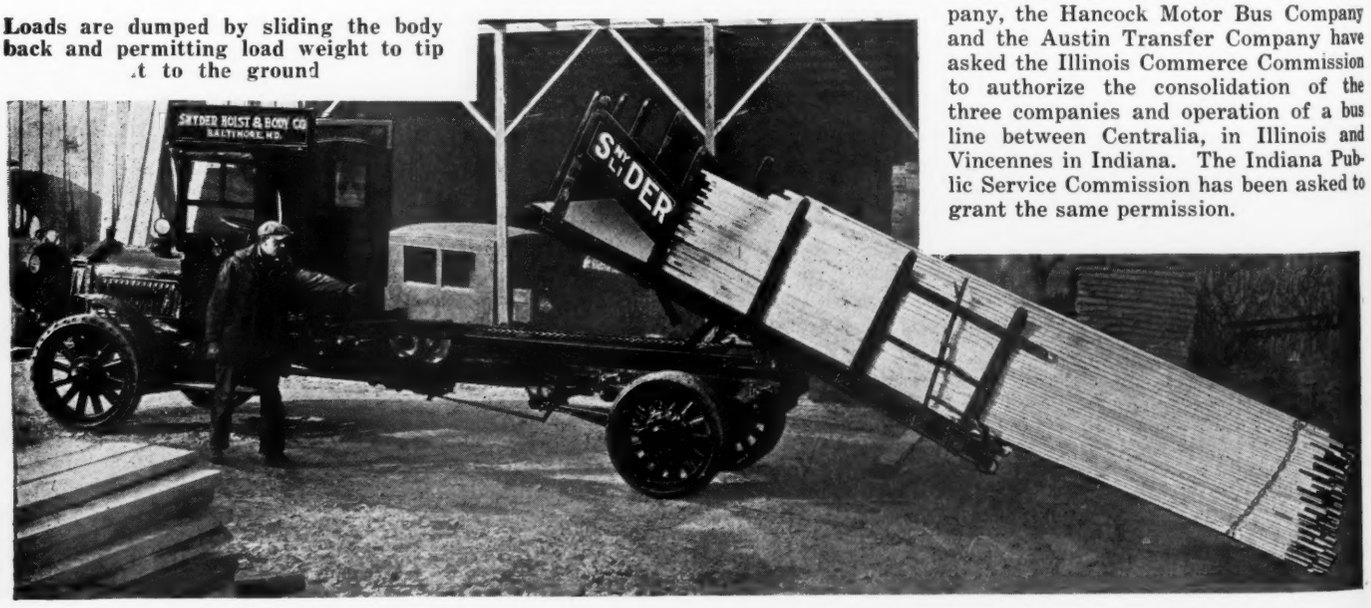
Stake bodies for mounting on the hoists are made by the Snyder company, sizes 6 ft. x 12 ft., 6 ft. x 14 ft. and 6 ft. x 16 ft.

By the installation of a winch heavy machinery and other weighty objects can be loaded by tipping the body back and using it as a ramp.

Two sizes of the Snyder Slider are made, one for trucks of 1 to 2½ ton capacity and the other for trucks of more than 2½ tons capacity.

An addition to the fleet of thirteen buses now owned and operated in Altoona, Pa., by the Logan Valley Bus Company.

Loads are dumped by sliding the body back and permitting load weight to tip it to the ground



Heavy Duty Wrecker Built by Mack

A heavy-duty wrecker, incorporating many improvements over former models, has been built in the Philadelphia shops of the Mack International Motor Truck Corp.

In designing the wrecker special consideration was given to the need for freedom of movement and all-round vision for the operator. The winch is operated entirely outside the cab and the operator faces his work at all times. This eliminates the troubles consequent upon signalling to an operator in a cab, who cannot see what is going on. There is also no danger of the operator being overcome by the exhaust gases entering the cab while the winch is being used.

The chassis is a Mack AC. 5-ton with wheelbase shortened to 120 in. Despite this short wheelbase the wrecker can lift and tow 7 tons without lifting the front wheels from the ground. The winch is a standard 5-ton Mack driven from the transmission power take-off. Three speeds forward and one reverse are available.

Two special jacks are attached to the rear of the frame and are used to relieve the springs and wheels of extraordinary loads when heavy lifting is being done, such as pulling a truck up an embankment. The jacks and crane are designed to carry a load of 20 tons safely. The chain has equal capacity and has hand-forged links. Lifting hooks are fitted with ball bearings and bronze-bushed steel sheaves are used. Tool boxes and compartments are provided for all of the equipment and tools required on wrecking operations.

The very short wheelbase is used so that the wrecker may be used crosswise of roads when pulling trucks out of ditches, without blocking traffic too much. The new Mack wrecker is short enough to park across half of an ordinary road without blocking traffic completely.

The Midland Trail Motor Bus Company, the Hancock Motor Bus Company and the Austin Transfer Company have asked the Illinois Commerce Commission to authorize the consolidation of the three companies and operation of a bus line between Centralia, in Illinois and Vincennes in Indiana. The Indiana Public Service Commission has been asked to grant the same permission.

DEALERS!

A discussion of the relative values of well known Motor Trucks invariably brings up the name of RUGGLES.

Therefore, if a RUGGLES Franchise is still open in your territory, you should be greatly interested in our New Dealer Plan. Write today.

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RUGGLES
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